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STREET BANDIT

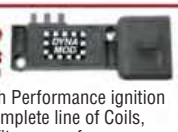
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These scuff plates are made using the Original Ford Tooling to ensure proper fit, then are CNC machine to cut out a recessed pocket for an actual "5.0" fender emblem or "Mustang" trunk emblem. They are available in black only, but can be painted to match your color interior.

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CONSOLE PANEL GLOVE COMPARTMENT DOOR



These units feature the correct grain and texture like originals. They are not a painted unit, but are made from color matched materials for a long lasting finish. The tooling for this item was adjusted several times, resulting in a perfect fit. Available in four colors Black, Smoke Gray, Scarlet Red, Titanium $32.95



HEAD LIGHT KITS

These quality reproduction head light kits are designed to replace your worn out yellowed factory head lights. They are available in many different styles with pricing starting at $89.95

TUBULAR CONTROL ARM KIT



Designed to improve traction and performance.

79-93
Black M-5A651-2BK
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FRONT LOWER CONTROL ARMS



These units are designed to fit and finish like original units. Complete with ball joints and rubber bushings.

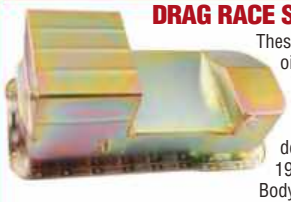
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87-93 TAIL LIGHT LENSES

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Scan here to view a video of Escobar's latest creation. Keep on eye on his True Street 2015 season. NPD provided the quality restoration items used in this remarkable car.



CONTE

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MUSCLE
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ON THE COVER: The all-new S550 Mustang is flat-out incredible, and we can't get enough of the new platform. This month we head out to Bradenton Motorsports Park, where we throttled down at the dragstrip to evaluate its out of the box performance. Cover photo kudos go to Evan J. Smith.



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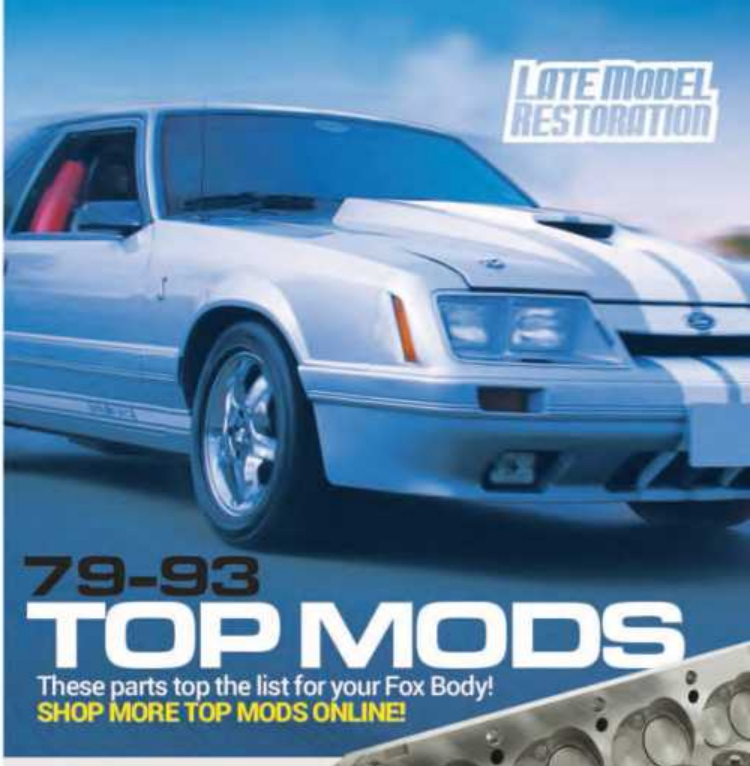


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SHOP TALK



EDITORIAL HENRY DE LOS SANTOS

FEEDBACK? Email me at finish.line@enthusiastnetwork.com

Student Driver

Even when you think you know it all, you really don't.

Practice, practice, practice. That's what it takes to become a more proficient driver. And whether you want to believe it or not, the truth is you can only excel so far without the help or guidance of other experienced drivers.

To this day, I vividly remember my first time down the drag-strip. I got a late start at 18, but at that time my hometown track was BrotherHood Raceway Park in Terminal Island. My first ride was in an '86 four-eye Fox. It was far from a monster, with 15-second timeslips. Yeah, not quite a thrill ride, but it was the perfect car to get seat time in and to learn the basics of getting down the track.

The real fun didn't start until a few years later, when I eventually stepped into my first dedicated track ride. My ride of choice was an '89 Fox with a 7.50 legal cage, and it was also my first time getting suited up with the proper gear. It isn't a big deal now, but back then I felt a little claustrophobic surrounded by all the bars and strapped into my seat. The funny thing was I had no idea what that car was going to run; all I knew was that it weighed 3,000 pounds with me in it and the blown combo made around 700 hp.

The initial hit was supposed to be a test run to the eighth-mile, but once I launched, everything changed. The launch felt great—like nothing I've ever felt before—with a 1.51 short-time. Once I got to the eighth-mile, I didn't want to lift; a quick glance at the gauges showed everything was good, so I kept my foot into it through the quarter-mile. Like I said, it felt great and the timeslip revealed 10.02 at 140 mph—this was a far cry from my last outing, which was in the mid 11s at 115 mph. Simply put, this was just the beginning of my newfound addiction.



Later on, I had the opportunity to attend a couple of Frank Hawley's Drag Racing School sessions. The first time was in a potent door car, running 9.60s at 139 mph. The second was a bit slower running high 10s at over 120 mph in a dragster. It wasn't until I got schooled that I started to have a better understanding of just how wrong I've been doing a lot of things. OK, maybe *wrong* isn't the right word, but being inside the classroom, I learned that there were more efficient and safer ways to prepare for a pass. Meaning, you need to focus on the duty at hand and forget about any extraneous stress factors going on in your life. Don't think about anything other than preparing for the run. Don't think about what you need to do next week, don't wonder whether you locked the door at home . . . See where I'm going with this?

Sitting in the classroom setting with Frank Hawley was incredibly valuable. The most important thing I learned after strapping in was to treat my car like I was in my office, with a complete understanding that there is a set procedure and to repeat it every time I got in the seat. This would eliminate any worries on the line, such as, "Did I turn the electric fan on?" In my past, I never did anything in the same manner and my mind was all over the place as I rolled into the beams. It may be fine with a slow street car, but things can happen quickly if you're not prepared. It may sound simple, but it's still a rule that I live by. If you had a similar experience, email me your story, because I would dig reading it. **HDLS**

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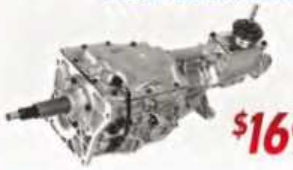
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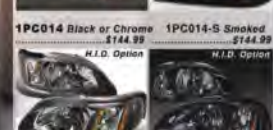
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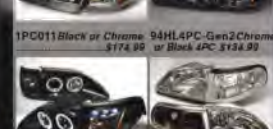
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THE LATEST NEWS IN THE FORD WORLD

AGUSTIN JIMENEZ



2015 Roush Stage 3 Will Make 670 HP!

We finally know exactly how much power the 2015 Roush Stage 3 Mustang will be pumping out, and it's a pretty significant amount. This fire-breathing pony will make 670 hp and 545 lb-ft of torque, which is just about the right amount of power to smoke the competition whether at the strip or on the track.

The 2015 Roush Stage 3 Mustang features Roush's latest 2.3L TVS supercharger, which helps the 5.0L Coyote scream all the way to 670 hp. That's 240 hp above the stock 430 that the 5.0L Coyote pumps out. What's even more impressive is that this is just the first phase of Roush's calibration. Roush is expecting to make more power in its Phase 2 and 3 calibrations, so you can expect those numbers to go up.

The 2015 Roush Stage 3 Mustang is backed by a three-year/36,000-mile warranty, so you know Roush is serious about making astronomical power levels reliably. All we can say is we're pretty darn impressed with just how much power the Roush Stage 3 makes.



Ford Recalls 2015 EcoBoost Mustang

Ford has issued two safety recalls in North America for certain 2015 Ford Mustang vehicles equipped with the 2.3L EcoBoost engine for elevated underbody temperatures, which put them at risk of a potential fuel leak. The safety recall affects approximately 19,500 2015 Ford Mustang vehicles due to prolonged exposure to high heat under the body that might cause degradation of the fuel tank and fuel vapor lines, which could eventually result in a fuel leak. A fuel leak in an area that has an ignition source could increase the risk of a fire. In addition, prolonged exposure to elevated underbody temperatures might cause the parking brake cable seals to degrade, potentially affecting parking brake functions.

The specific models affected include certain 2015 Ford Mustang vehicles built between February 14, 2014, and February 10, 2015, at the Flat Rock Assembly Plant in Michigan. In order to remedy these issues, Ford dealers will replace the current fuel tank shield with a one that insulates better. Dealers will also install thermal patches on the fuel tank and parking brake cable, and install thermal wraps on the fuel vapor lines to fight the rising underbody temperatures.

2015 Ford Mustang GT Won't Have Line-Lock in Australia

The 2015 Ford Mustang GT is an all-new impressive animal that packs 435 hp and 400 lb-ft of torque and to make things more interesting. It's also the first ever OEM vehicle to feature Line-Lock, which allows it to perform proper burnouts.

Line-Lock is meant for the hardcore Mustang fans who like to hit the dragstrip on the weekend, and as you know, it's quite essential to warm up the tires to help the car launch consistently down the quarter-mile. Line-Lock locks up the front brakes after activating the system and allows you to romp on the throttle to spin the rear tires without having to finesse the brake pedal.



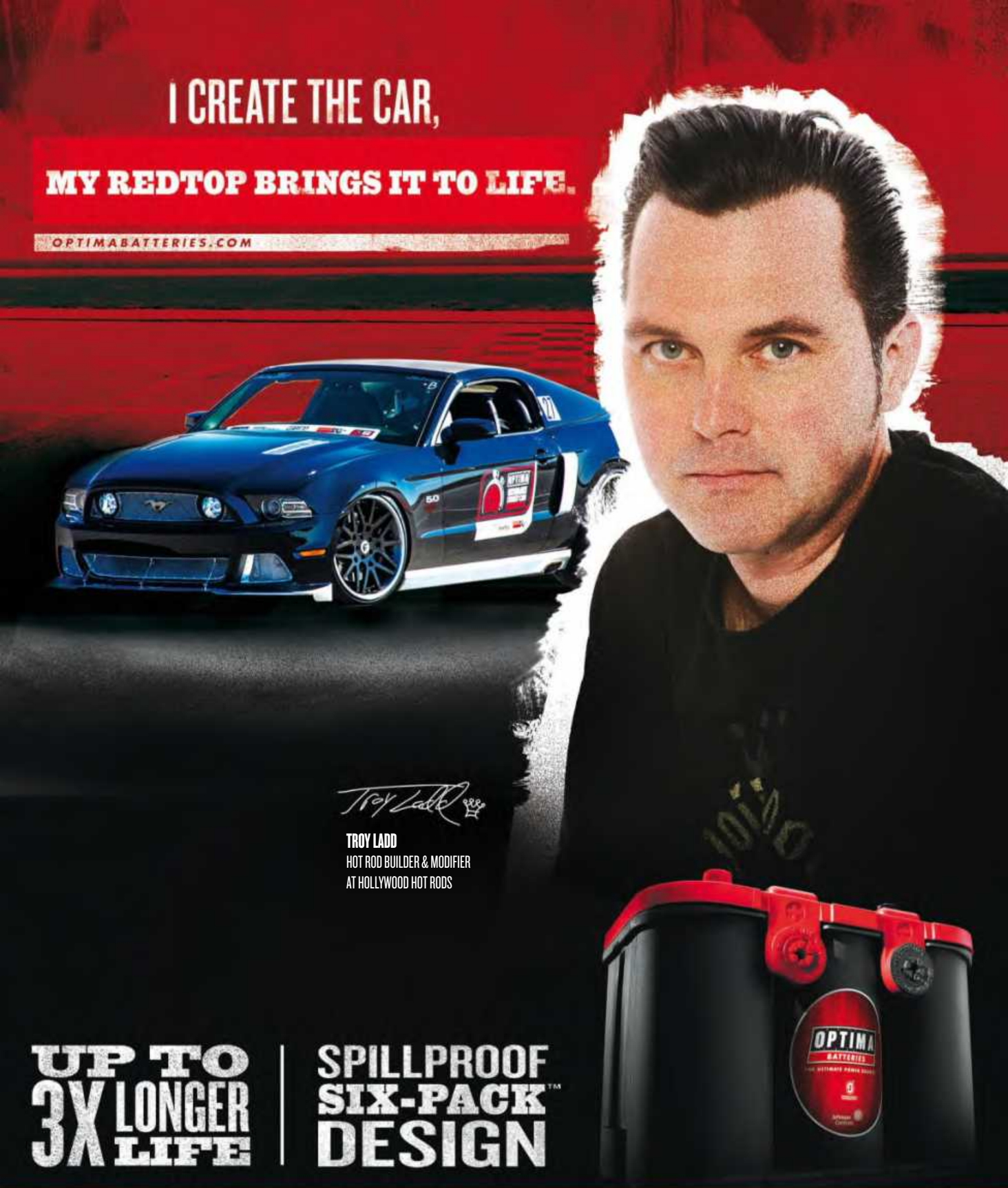
Unfortunately, not everyone is as happy as we are about Line-Lock in the S550 Mustang. While the 2015 Mustang was aimed at the global buyer rather than just the American buyer, it seems that Australia's strict "anti-hooning" laws are putting the brakes on the new Line-Lock feature for Mustangs headed to the land down under.

According to the Queensland government, hooning, or antisocial behavior, includes any number of traffic offences, such as dangerous driving, careless driving, driving without reasonable consideration for other people, driving in a way that makes unnecessary noise or smoke, and racing or conducting speed trials on a public road. As you can probably guess, in order to comply with Australian laws, Ford has decided to deactivate the Line-Lock feature in all S550 Mustangs headed to Australia.

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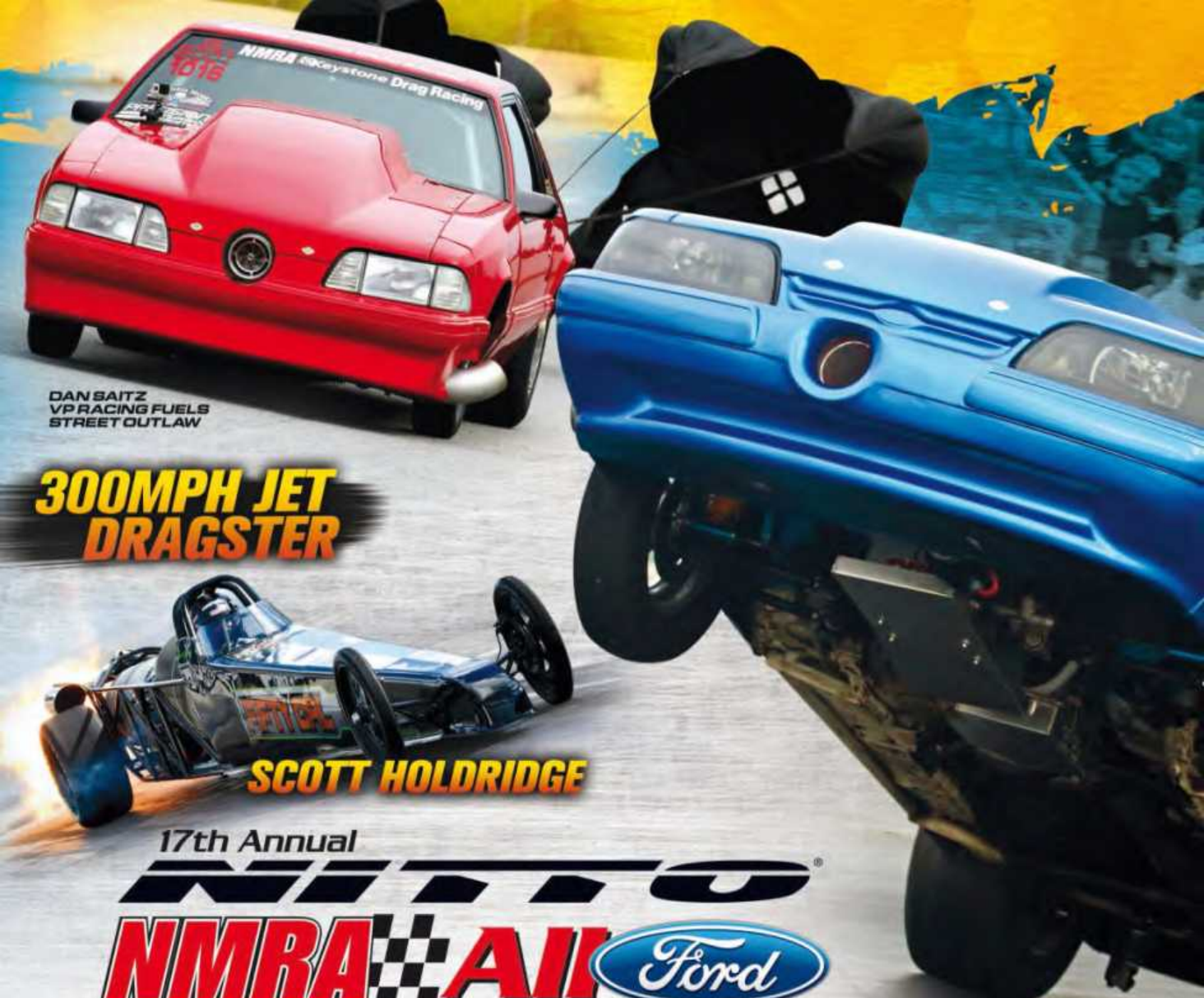
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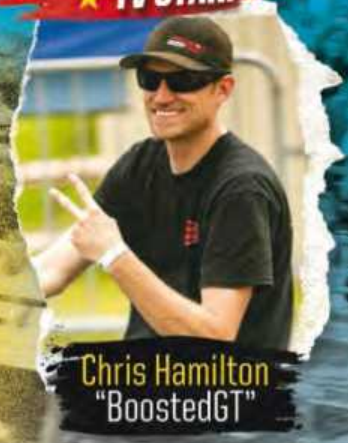






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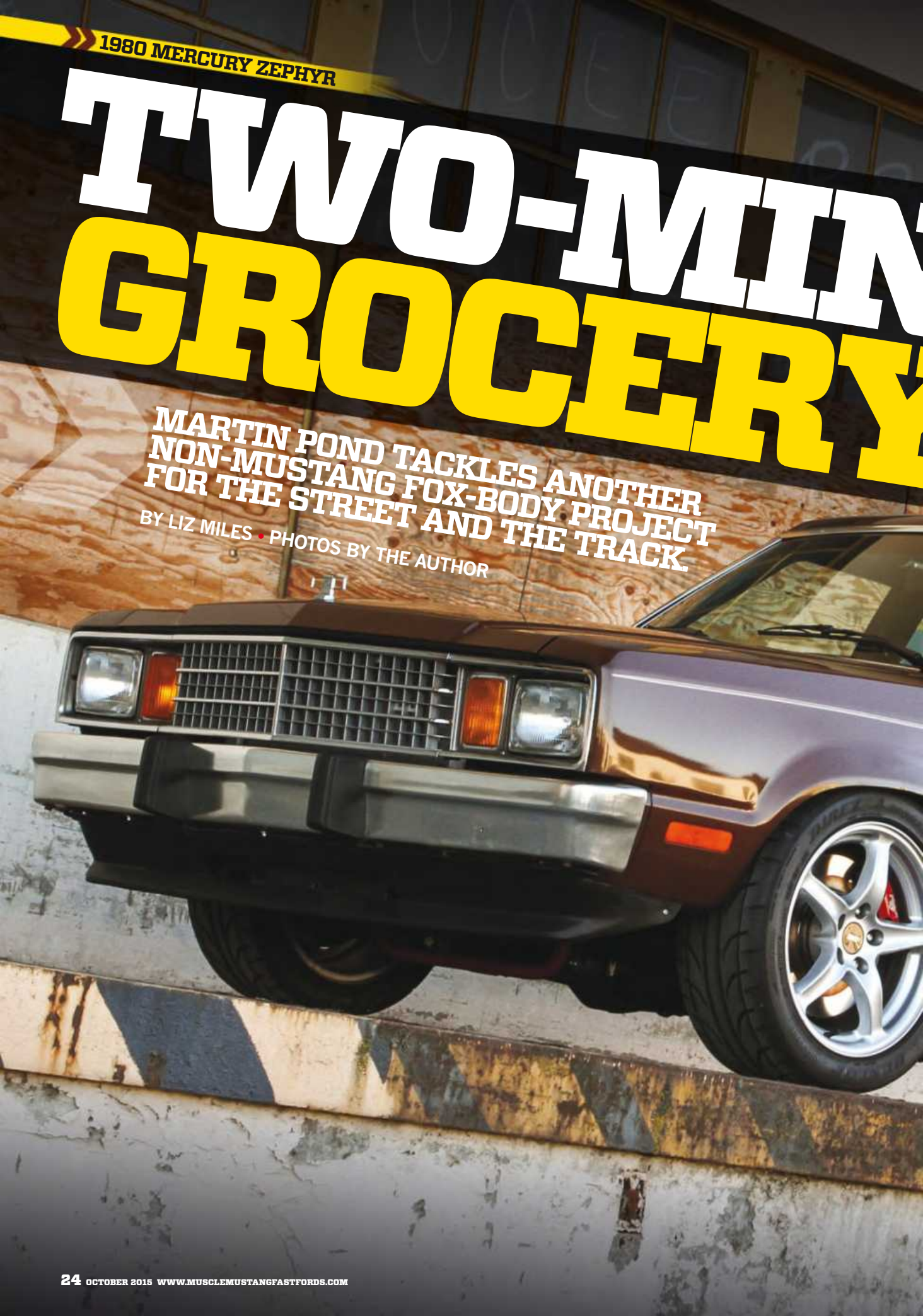
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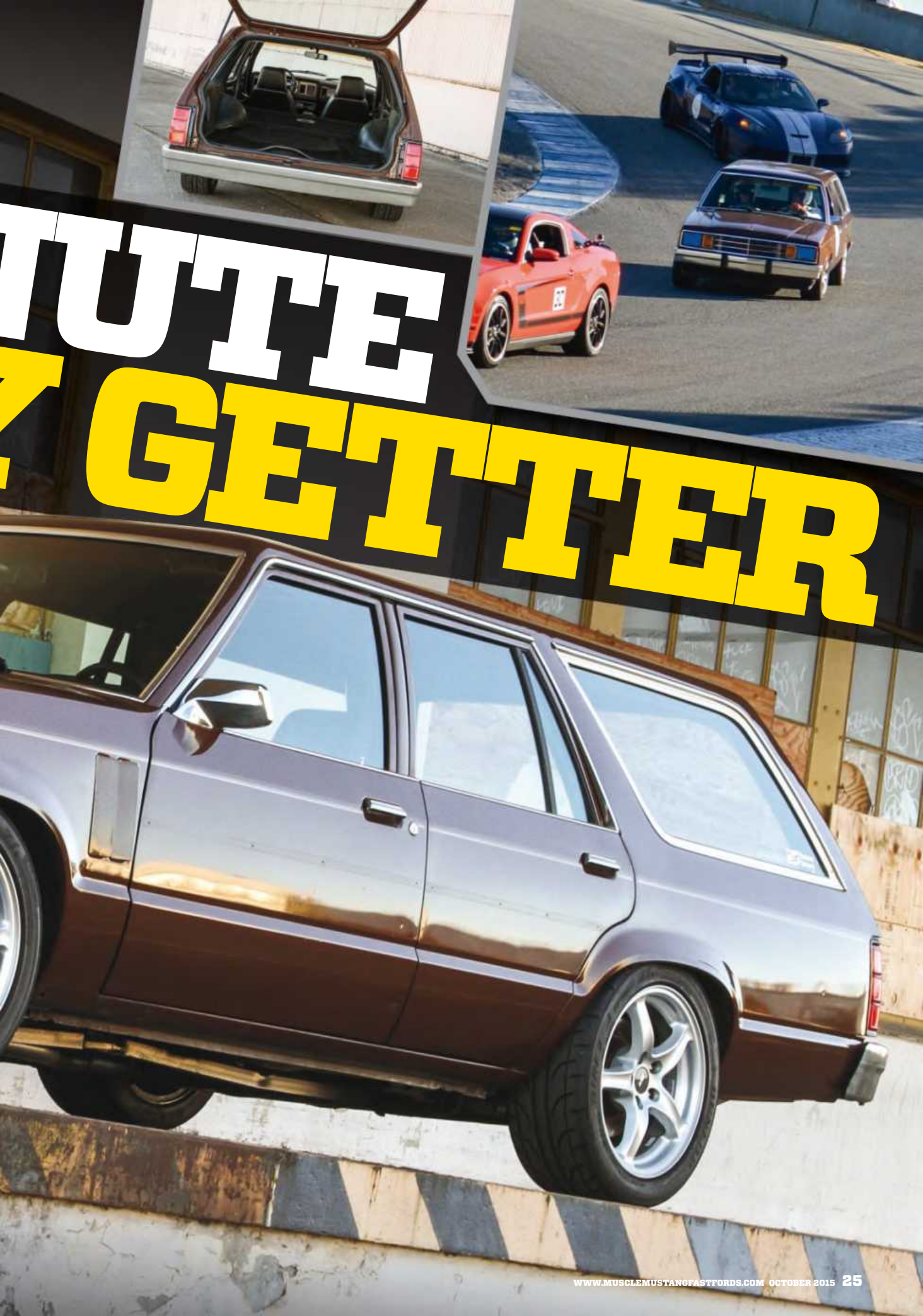
1980 MERCURY ZEPHYR

TWO-MIN GROCERY

MARTIN POND TACKLES ANOTHER NON-MUSTANG FOX-BODY PROJECT FOR THE STREET AND THE TRACK

BY LIZ MILES • PHOTOS BY THE AUTHOR





UTE GETTER



THERE IT WAS, PARKED AT SALSIPUEDES AUTO SALVAGE AMONGST THE RASPBERRY BUSHES.

There was no effort to pull it out and dust it off for the visitors who came to see it. It looked at home there, a filthy wagon surrounded by trash and spare parts. The Craigslist ad didn't boast its high-performance potential, but Martin Pond knew this breed already. Aside from countless Mustang projects, he laid hands on several other Fox-bodied sister cars. Martin and his son Martin Jr. looked this 1980 Mercury Zephyr over, still in the thorn-ridden bushes, and discovered it was actually in pretty good condition. Two dents on the passenger side door, but nothing huge. Martin still wasn't inspired.

He started walking away when Junior said, "Dad, when will we find another?"

That was enough for Martin, and the two walked into the office to strike a deal. The shop owner donated a battery, they check the fluids, and the Zephyr came to life. The engine rocked and knocked in the engine bay, but it sounded like it could make it home from Watsonville to Alameda, California. That's all they needed it to do. They coasted it down to



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"Though the Zephyr is a 1980 model, the brown paint and plaid interior upholstery screamed 1970s"

the local gas station and started their two-hour trek home.

A couple of weeks went by before it really sunk in how ugly this thing was. At first, Martin didn't even take photos of this one. You may remember his previous feature, showcasing his 1980 Ford Fairmont. It was much more of a looker than this wagon. Though the Zephyr is a 1980 model, the brown paint and plaid interior upholstery screamed 1970s. It seemed as though the thick layer of dirt had been preserving this one; under it all was a completely rust-free body. The only drawback was the color, but after a day with the clay bar it cleaned up.

This purchase wasn't on a whim. He had been collecting parts for months, waiting for the right body to come along. The plan was for V-8 powerplant backed with a five-speed manual transmission, and, get this: independent rear suspension with four-wheel disc brakes. Martin had a front subframe from a 1986 SVO Mustang he assembled with SN95 control arms, SN95 spindles, and 13-inch Bullitt brakes. The front end came together with Maximum Motorsports camber/caster plates, a shock tower brace, and a custom shaft to connect a 2004 Cobra steering rack. As planned, the solid rear axle made way for an independent setup also from a 2004 Cobra. The installation was simple, as it was on his Fairmont. Only four holes needed to be drilled to attach it along with more Maximum Motorsports goodies.

His other ride, the 1980 Fairmont, went through a couple phases before it found its current arrangement. This process left some parts behind, including a 1990 Mustang 5.0L engine, a World Class T-5 transmission, and an aluminum driveshaft. These parts







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transferred right over. Don't you just love Fox-bodies? With all the hard parts in place, it was time to deal with some of the cosmetic issues.

Nothing could be done to help the color for now, so attention went into the cabin. Anything brown had to go; there was enough of that on the outside. The plaid seats went first. Martin had recovered some old Corbeau seats he had laying around in vinyl and suede and carried that theme over to the custom door panels. He brought more black in with a new carpet, console, dash pad, and headliner. He put on his spare set of 17x8 1998 Cobra wheels wearing Dunlop Direzza Z1 Star spec tires and the car was complete.

Getting the parts on the car only took Martin a couple months since he has extensive Fox-body experience and spare parts. His first trip was to Sonoma Raceway (Sears Point) with the NorCal Shelby club. He expected that it would run slower lap times than his more refined, higher-powered Fairmont, but he was wrong. The wagon steered and braked better, which landed him with a 2:00-minute lap time his first time out. The Zephyr's 5.0 has half the power the Fairmont's 351 and somehow managed to improve his time by a full 10 seconds. The next trips were to Thunderhill Raceway and Laguna Seca, where he also ran 2:00-minute track times.

Feeling really good about the car, he took it to the local autocross to see how it would do in a different setting. The tightest, most difficult course he had ever seen didn't stop him from finishing eighth out of the 60-plus participants. His visit and performance at Laguna Seca even earned him an invitation to race in the Ultimate Street Car Association. That alone is a feat to be proud of.









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REPRESENTING VORTECH SUPERCHARGERS, ARMY VETERAN REY RIVERA'S 2015 MUSTANG GT IN COMPETITION ORANGE WAS ONE OF THE LUCKY S550S TO GRACE THE SHOWROOM FLOOR AT SEMA 2014.

BY AMIE WILLIAMS • PHOTOS BY HENRY DEKUYPER





RNAUT



AFTER 12 YEARS IN THE ARMY SERVING OUR COUNTRY, INCLUDING TOURS IN THE MIDDLE EAST, REY RIVERA WAS MEDICALLY RETIRED WITH INJURIES SUSTAINED IN IRAQ.

But that didn't deter him from his passion for performance. "Throughout all of the road bumps with deployments and health issues, I was able to campaign the first purpose-built 2V car in NMRA's Factory Stock class," Rivera tells us. "That all came to a screeching halt when I received news that I was no longer a member of the Armed Forces."

Rivera, now owner of Juggernaut Power in North Reading, Massachusetts, decided that it was time to focus on his health and his future. His wife, Shannon, decided to surprise her husband with a 2011 Performance Red Mustang as an Army retirement present. Rivera was ecstatic, and he couldn't wait to get back into the game.

Like all Mustang enthusiasts around the world, Rivera was anxiously waiting for the covers to come off of the all-new global 2015 Ford Mustang dubbed the S550. He says, "As soon as they dropped the cloth that morning, I called up my buddy, John Bowen from Bowen's Garage Incorporated Ford dealer, and he got the ball rolling on my dream car."

Before the delivery of his car, Rey reached out to performance companies to see if they needed a beta car. In June he received a call from Neil Tjin from Vortech and the Tjin Edition Road Show, who was looking to get a team together to build up his car. "The car was going to represent Vortech at the 2014 SEMA event," Rivera says.

Meanwhile, John Bowen and his father, Steve Bowen, were busting their tails to get









the car, now called Project Juggernaut, out to Oxnard, California, to get it ready for the biggest automotive aftermarket trade show in the world. That's when the magic began. Vortech outfitted Rey's ride with its prototype V-3 SI supercharger kit for the new S550. For added rumble and airflow, the car was outfitted with a MagnaFlow Competition Cat-Back exhaust system provided by Rich Waitas.

Adding to aesthetics, Forgestar provided a set of custom gunmetal black textured F14 wheels wrapped in Nitto NT05 competition rubber. The killer stance was finished off with Steeda springs as well as front and rear sway bars. Redline Tuning provided its coveted







hood struts to open up the engine bay for a cleaner, meaner appearance.

For stopping power and an aggressive look, large 15-inch Baer brakes were installed. "I opted to have the Tjin Edition logo engraved on the calipers to say thank you to Neil Tjin for his efforts, mentorship, and friendship," says Rivera.

"A highlight of the show was having Dave Pericak ask if he could look at my car and take a picture of it and myself," Rivera tells us.

Shannon also owns her own business, a photography business called Through My Lenz Photography. She was available to show off her expertise at SEMA with Vortech.

Now that the modifications have been added, Rivera is enjoying having a show-stopping S550. He says, "The car keeps pulling on the top end with tons of power, but a nice relaxing drive is always available."

After SEMA, Rivera decided it was time to start something he has wanted to do for years. He started a company and performance website that sells Ford Mustang performance parts called Juggernaut Power. He asked his childhood friend, Ken, another diehard Mustang fanatic, to go in on the business. Although Ken is still on active duty, he plans on coming home as a full-time owner when he retires in a couple of years.

"Keep an eye out," says Rivera. "We are currently building a Juggernaut Power Stage 3 engine to throw in to Project Juggernaut. It will be companied by the heavier-breathing V7 Vortech head unit."

Juggernaut Power owns a vehicle design department called TVG (Track Vehicle Group). "TVG designs and builds a line of turnkey, street-legal race cars based off of the S550 platform, and we're planning to unveil at SEMA," Rivera explains.

For a grand opening, Juggernaut Power rented out the entire Thompson Speedway in Connecticut for a power track day and car show to promote homeless veterans awareness. All of the proceeds from that day is to benefit the local New England homeless veteran shelters.

Rivera has owned many American muscle cars throughout the years, including a 1999 Mustang GT that ran in NMRA's Factory Stock, a 1993 coupe, a 1995 GT, a 2001 Mustang GT, and a 2011 Mustang GT, just to name a few. We can't wait to see what he and Juggernaut Power have in store for the upcoming SEMA show.







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2015 FORD MUSTANG DRAG T



GT 5.0 TEST

HOW TO GET THE MOST PERFORMANCE OUT OF THE S550.

BY EVAN J. SMITH • PHOTOS BY THE AUTHOR

THE time-honored question car enthusiasts often ask is undoubtedly, "What will it run?" Meaning, how quickly can a given car cover the quarter-mile. Drag racing is universal and allows us to compare cars and driver skill no matter where in the world the car is raced. Sure, a great 'Ring time is important, but how many of us will travel to Germany to race? Going quick in the quarter (or eighth-mile) requires a favorable power-to-weight ratio, good traction, and some driver skill. With the 2015 GT, you get 435 ponies and the weight is about 3,750 pounds. So, what will it run and how will the IRS perform on the strip?

The all-new Mustang has garnered rave reviews from editors and critics for the enhancements in handling. The suspension provides amazing compliance and has better balance than any Mustang to come before, but what about straight-line acceleration? What's it like to do a burnout, launch, and powershift your way down quarter-mile? Will there be wheelhop, broken half-shafts, and scattered differentials?



Author Stephen King was impressed with the 2015 Mustang GT. We wonder if he'll make it the subject of a new book?



We spent a week with this yellow screamer hitting all the local hot spots, including Bradenton Motorsports Park, home of the NMRA Spring Break Shootout. Our GT was equipped with the standard rear gear (not 3.73s) along with the Getrag MT-82 six-speed, and we ran the car 100 percent stock—so no drag radials or tune. Heck, we didn't even cool the engine! Traction was good, but the temperature was 84 degrees with mild humidity—not mineshaft conditions, by any means, but not sweltering either. Based on our experience we were hoping to break in the 12s at about 110 mph.

The 2015 is comfortable and nimble on the street. It has good power and a great sound too. We were anxious to get on track, do a real burnout, and launch on a prepped surface. What we found is that the 2015 Mustang is tricky to launch compared to the out-going S197 Mustang. Why? In layman's terms, the live axle in the S197, which is considered somewhat crude, provides great feedback for drag racing. The three-link suspension does a fantastic job of planting the tires and transferring the torque loads to the body to create pitch rotation (nose lift) to transfer weight from front to back. The heavy axle assembly also gives lots of feedback to the driver and really communicates what the tires are doing.

You can feel slight chirping or slipping of the tires and apply power and clutch accordingly to get maximum traction and acceleration. The IRS provides excellent grip on launch, but it also reduces some of that feel because the tires are more isolated from the chassis. Because of this, it's harder to feel exactly what the car is doing, which is important when you're on the ragged edge of slip or grip. This forced us to drive more conservatively to find consistency. Of course, this wouldn't be a problem with drag radials or slicks.

In addition to giving you the scoop on our quarter-mile times, we figured we would include our driving technique and offer a few tips so you can get the most from your Mustang. This can be applied to any Mustang, old or new, stick or auto. Ultimately, your best times will come once you've refined your driving technique and your talent in regards to burnout, staging, launching, and shifting. Let's begin with the burnout.

Burnout—Two Ways

Some will tell you burnouts are unnecessary when driving on stock tires, we disagree. Why? Because tires pick up pebbles and debris, especially in the pits at a race track. If you try to launch with all this crud on your tires, you'll probably spin. It's like running on marbles. You can imagine how that would end. Doing a burnout, even a short one, cleans the tires and offers the best rubber-to-rubber contact. We



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The factory 5.0 Coyote looks cool and produces 435 hp. It sounds ultrasweet at redline.



The factory shifter is pretty good, but we would prefer a little more definition in the gates.

recommend doing only enough of a burnout to clean the tires, as street tires don't really react like slicks or drag radials. Don't sit there and smoke 'em too long, or you will draw the oils from within the tire to the surface and that will actually make them slick, not sticky.

The 2015 GT is equipped with a Line-Lock, so doing a burnout is pretty easy. Be sure to roll all the way through the water box (or go around it) then stop. Refrain from doing a burnout in the puddle of water . . . and don't roll too far out of the water box, either, because that would put you in the really sticky stuff, and doing a burnout there can hurt your clutch. You want to be right on the fringe of the puddle, just in front of it. If you have 3.73 gears (or numerically higher gears) do the burnout in Second gear. With 3.55s or less, use First. The idea is to create wheel speed, as this gets the tires cleaned quickly, without putting too much load on the clutch. And please don't upshift with a stick in the burnout. Why? When you step on the clutch to shift the tires stop, and since they are already sticky, it's hard for them to get going again and this will wreak havoc on your clutch. Yes, Pro Stock drivers upshift in the burnout, but they use a clutchless trans.

To get started, select "Line Lock" in the Track Apps and follow the prompts. Once engaged, you get 15 seconds to smoke the tires—but you probably only need a third or half that time to get the job done. Be sure you have the engine revved above 4,000 when you dump the clutch; this will prevent the engine from bogging and overloading the clutch. Also, keep the rpm steady, as this will keep the Traction-Lok rear engaged properly. Floating the throttle can cause the dreaded one-wheel peel. Once you have the tires clean and warm (you can see if they are smoking by aiming your side mirrors at the rear tires), drive out of the burnout under power. This helps get rid of any residual water, and it's fun.

You can also attack the burnout using the old-school method. Set up in the same fashion, but instead of using the Line-Lock, rev it up, dump the clutch, and quickly grab the brake pedal with you left foot. The trick is to use only sufficient brake pressure to hold the car. That's because rear brakes will be applied, so using this technique will wear your rear brakes prematurely.

We noticed a slight amount of wheelhop when doing a burnout in the 2015 Mustang. This seems to be common, but it can be reduced with stiffer rear bushing. In the name of proper reporting, we tried doing burnouts both ways and found both methods to be effective.

Just remember, the burnout prepares the tires for launch, nothing more, nothing less—and your first launch will give you the most trac-

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tion. For that reason we don't recommend dry hops or practice launches once you've done your burnout. Simply engage First gear, roll up slowly, prestage, and STOP!

Staging for E.T.

If you're looking for a good elapsed time, shallow staging is a must. Prestage, stop, collect yourself, and then carefully inch forward until you barely turn on the Stage beam. I've seen lots of racers dump the car in both beams in one motion, which usually results in the car being "deep" staged. Since your time starts when your front tires break the stage beam, shallow staging gives you a running start on the timing system. Shallow versus deep can be worth as much as two-tenths of a second!

Launch It—Two Ways

Certain models of the 2015 Mustang have Launch Control. You can use this driver aid or do everything yourself. Either method requires a cool head on the line and smooth release of the clutch. Once you're staged, your adrenaline will be pumping and you'll be itching to unleash all that power. Launching on street tires is tricky, so your full concentration will be required.

While the drag racing launch can be violent (we've all seen racers dump the clutch and blast off the line), street tires require a smooth, controlled application of power to stay hooked. Your best times will come from getting off the line clean. Finesse is key. Believe it or not, we recommend novice drivers launch as if they were driving away from a traffic light, but with more rpm and slightly quicker clutch release. We would say 2,500 is a great place to start. Using this rpm, you'll probably bog the engine a bit. No problem—add rpm, or get the clutch out quicker.

We use the release-pause-release method ,and it works really well. Let us explain. Since you don't have a huge sidewall (like slicks have) to absorb the initial "hit" during launch, you'll need to create a buffer to absorb the initial movement at the tires. If you don't have a buffer, you'll just spin. When it's time to go, release the clutch quickly, but controlled. Then, just as the car is transferring weight, pause your left leg for a moment. When the maximum weight has been transferred to the rear, feed in throttle and let the clutch out smoothly. In the 2015, we used between 3,000 and 4,000 rpm and applied our technique to record a 2.10 60-foot time. No doubt with more practice it could have been whittled down. In fact, you can watch the drag test video at our network site, mustang-360.com.

In Launch Control mode, follow the prompts to set up your rpm. Once you've staged you can put the throttle on the floor and keep it there for launch, or for the entire run if you're powershifting. When you step off the clutch to launch, the Mustang will do its best to give you maximum acceleration. Using Launch Control still requires a smooth release of the clutch to give you the best performance. While the system allows some spin, excessive spin will cause the computer to apply rear brake and kill a bit of power to regain traction.

Powershift for E.T.

Enthusiasts will tell you there are three types of shifting: granny, speed, and power. Simply stated, if you shift aggressively but lift off the gas, you're speed shifting. If you ram the gears with the throttle held on the mat, you're powershifting. Granny shifting is not worth talking about. In any case, you want to complete the shift as quickly as possible and with as little flare in the rpm. Timing is everything. Practice makes perfect. If you're uncomfortable powershifting, try it at a lower rpm until your shifting is seamless.

Our technique in the 2015 GT is the same as in previous Mustangs. We find an upright driving position to get good leverage on the shifter,

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and keep our hand on the shifter during launch so we're ready to go.

Start by remaining focused on the tach and listen to the engine—most times we have a specific rpm in mind, but generally we shift by feel. Naturally, you want to shift before the engine hits the rev limiter, but with the Coyote engine you want to get close to redline. In the 2015 we were shooting for 7,000 rpm.

We tend to preload the shifter just a bit, then stab the clutch and rip the shifter. We repositioned our hand from a side grip to a top grip to ram the shifter forward for the Two-to-Three exchange. In the new GT you're shoving it almost directly forward—aim too much to the right and you'll find Fifth, which happened to us twice. Then, get ready to pull straight back for Fourth. For Fourth, put your elbow away from your body to prevent yanking the shifter into Second gear.

Once in Fourth, all that's left is to ride it out. With 3.73 and a few mods, it may be necessary to upshift one more time into Fifth. This always makes us nervous because we don't want to mess up the last shift, plus Fifth gear can be fragile and we don't want to break the trans. Our test car did not require shifting into Fifth, but we've had to do so in 2011-2014 5.0 Mustangs.

We ended up with a few 13.0 runs and a best of 12.94 at 112.58. It took a little longer than we anticipated to find the sweet spot for launching. As always, more time would have equaled better e.t.'s. In the end, our best run came from revving the 5.0 to approximately 3,200 rpm, and by releasing the clutch smoothly and rolling the throttle to the floor, rather than smashing it open. Drag radials and 3.73s would have gotten us in the 12.50s or 12.60s, based on the mph.

Conclusion

We are pleased with the performance of the 2015 Ford Mustang GT. It takes time to get the best performance from any new combination, but if you utilize the driver aids such as Line-Lock and Launch Control, you'll get up to speed quickly. Ford has done a wonderful job providing the necessary power and technology to make this one heck of a Mustang. There's more latitude in finding a good driving position, the seats are better, and the overall feel of the car is world-class. And there's a host of aftermarket goodies if you're looking for more. We would most certainly recommend the 3.73s for anyone planning to hit the strip, along with a set of drag radials.

The Mustang was a blast at the track. Even famous author Stephen King, who happened to be at the track, came over for a look. He didn't think it was too scary, so we doubt it will appear in his next book, but you never know. He has written about a car or two in the past.



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All Jack'd Up

JDM Engineering pumps up a 2015 Mustang GT with a Roush Performance Phase 1 supercharger.

BY MICHAEL GALIMI › PHOTOS BY THE AUTHOR



THE more things change, the more they stay the same. The 2015 Mustang GT features a similar Coyote 5.0L engine as the previous-generation Pony car, but it has been wrapped in a completely new body and chassis. With any new Mustang release there is a transition period when companies ramp up R&D, figuring out solutions to go quicker, faster, and then bring their latest products to the market. For this round, JDM Engineering tackled one of the first aftermarket installations of a Roush Performance Phase 1 supercharger system. The results were spectacular.

For Roush Performance, adding a supercharger to the 2015 Mustang GT

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wasn't as complicated from the hardware side of the equation. Perhaps the biggest change to the high-tech Coyote 5.0L platform has been in the cylinder head department with tricks and features learned from the 2013-2014 Boss 302 program. This has helped pushed the base power up to a 435hp rating, but because the cylinder heads are the same style casting, the supercharger's manifold bolts right onto the engine.

The bump in factory-supplied horsepower comes courtesy of larger intake and exhaust valves, better valvesprings, revised intake and exhaust camshafts, and revised ports for improved flow. Even the bottom end has been beefed up with better crank and rods with an updated piston design—all good news for those who are into forced induction.

The front-engine accessory drive (FEAD) is largely a carryover from the previous-generation Mustang. It might sound like the setups are strikingly familiar, and while Roush Performance did have an easy time with most of the kit, some of the underhood accessories (like the air-to-water intercooler reservoir and coolant overflow tank placement, heat exchanger, various lines, and



The virgin 5.0L engine had a scant 120 miles on the odometer when it was dropped off at JDM Engineering.



The intake manifold is removed and in its place is a new lower manifold by Roush Performance.



Perhaps the biggest step in the entire installation is grinding down the bosses on the front cover. The intake ports and water pump opening are taped up for protection. The grinding isn't a surprise step, as the previous supercharger kits from Roush and also Ford Racing require this modification.



Here is a close up of one of the bosses that have to be trimmed down. JDM Engineering uses a special set of cutters that makes this part of the job quick and easy.



After the engine is taped up, the technician also wraps the engine compartment in plastic to minimize the mess and ensure that no aluminum chips get into any unwanted areas.



Here, two bosses have been trimmed down to the base of the front cover. This is done because a new pulley and belt wrap are used with the Roush blower.

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intake tract) are all-new for 2015. Couple that with an entirely new PCM calibration strategy, and the Mustang required a bit of re-engineering to be applicable to the S550 models.

At the time we covered this installation the Roush PCM calibration, dubbed Roush Diagnostic Tool (or RDT), was the only tuning available for the kit due to the use of a Shelby GT500 throttle-body. Had the kit included a factory throttle-body, then Jim D'Amore of JDM Engineering could have designed his own calibration using his SCT tuning software. The RDT requires an IDS or similar scan tool to reflash the factory PCM. If you do not have the recalibration tool, you can send your PCM and a small nominal fee to Roush for reprogramming. Pretty soon D'Amore will be capable of tuning the larger throttle-body and many other aspects of the PCM thanks to a revision to the SCT program.

With the PCM concerns out of the way, the system itself is the same setup we've sampled many times on the pages of *MM&FF*. The R2300 is a supercharger unit that includes the TVS 2300 rotor pack. It is a Roots-style supercharger, meaning the two rotors mesh together, pushing



The third boss isn't removed; it is simply modified with an air-operated cutter. It has to be cut in half as shown.



The instructions are very specific and detailed on how to modify this aluminum boss and here is the finished product.



Once all the cutting and cleaning is completed, the engine is unwrapped and the technician bolted on the lower intake manifold, which includes an air-to-water intercooler.



The R2300 supercharger is then bolted to the manifold.



One of the upgrades Roush made to the newer model R2300 is the more efficient intake tract into the rotors. The elbow on the backside of the supercharger is significantly larger than the previous model.



On the left is the intake elbow for the 2015 Mustang while the right is the previous generation elbow. Note the significantly larger and oval shape of the latest elbow.

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the air towards the discharge area of the unit. The TVS 2300 version measures 2.3L, and the Eaton Corporation (manufacturer of the supercharger rotor pack) has created a highly efficient rotor package called the Twin Vortices Series, aka TVS. The improved efficiency is seen with a greater volume of air pumping through the rotors, as well as decreased inlet air temperatures. This





means more power from the same 2.3L supercharger displacement compared to the earlier designs.

The Roush engineers took the opportunity to redesign the packaging around the TVS rotors for even more airflow thanks to a revised intake tract and inlet elbow compared to previous Roush superchargers. The lower manifold has a self-contained air-to-water intercooler core to help

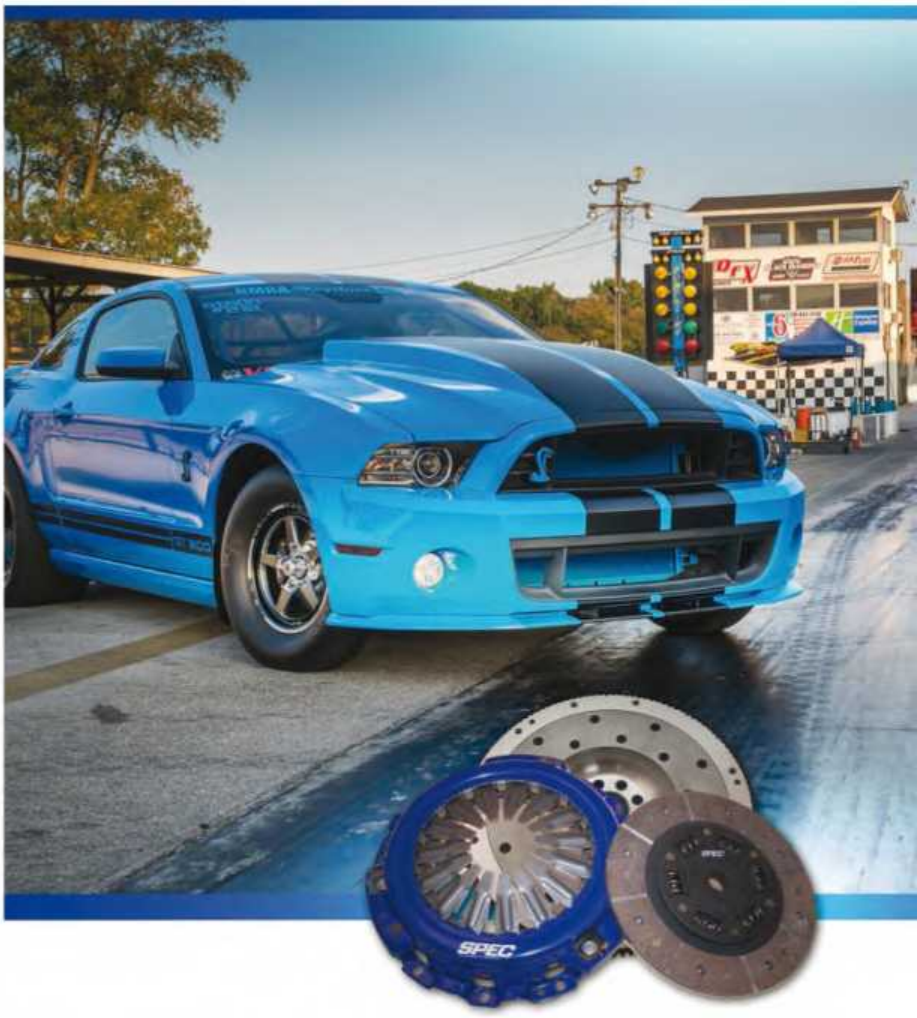


A twin-bore 60mm throttle-body comes standard in the kit, a much larger improvement over the factory 80mm single-bore throttle-body. It is the same throttle-body used on the GT500 engine.

The reason for the three bosses that were either removed or modified is the heavy-duty FEAD that is bolted on to the front cover.



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chill the incoming air being discharged from the supercharger, while the front-mounted heat exchanger keeps the water/antifreeze mixture cool during street driving. The R2300 supercharger we sampled on Carl Mehaffey's brand-new 2015 Mustang GT was equipped with the standard 85mm upper supercharger that generated 12.79 psi in our test.

The boost-tickled Coyote motor

15



A standard 85mm pulley has been used in the kit and boost peaked at 12.79 psi, largely due to the stock exhaust system, according to Jim D'Amore of JDM Engineering. A larger exhaust system would have dropped the peak boost in the upper rpm range.

17



The Roush R2300 supercharger kit is 50-state legal, meaning the air filter is contained in a box. The air filter is a high-

jumped output to an impressive 578 rwhp, and the torque peaked at a rather impressive 474 lb-ft, at the wheels. The 12.79 psi manifold pressure reading was due to the stock exhaust. According to D'Amore, this tends to choke the engine's ability to breathe and results in a higher manifold pressure. He said typical Roush superchargers kits with the 85mm blower pulley and mild exhaust



The factory overflow tank is then moved over to make room for the Roush-supplied intercooler reservoir. A massive heat exchanger is mounted in front of the radiator to help keep the intercooler's liquid chilled during street and track use.



flow unit, and with 578 rwhp the enclosed system isn't hurting performance too much.

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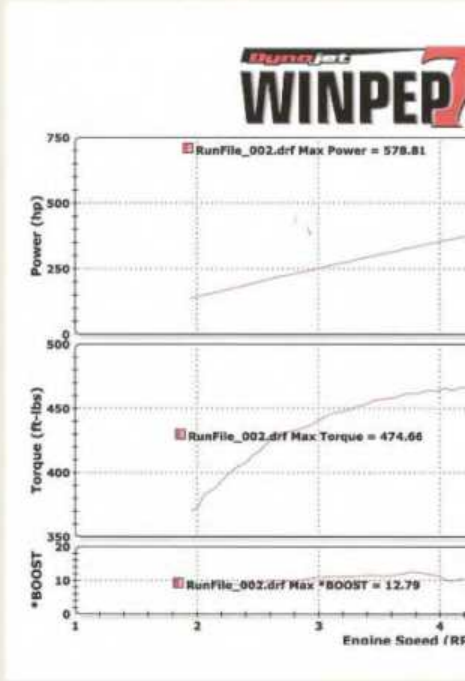
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mods should see 10-11 psi on Coyote engines.

The out-of-the-box performance and excellent street manners reveal the engineering and planning that Roush put into the system. After all, the company has been working with the Coyote platform since its inception. The question that begs to be asked:





Producing 578 rwhp, a Roush-supercharged 2015 Mustang GT will be no joke on the street and track. Unfortunately the cold weather prevented us from flogging

What would this car do with more boost, better exhaust, and some sticky rear tires? We'll find out shortly.

Sources

JDM Engineering
teamjdm.com

Roush Performance
roushperformance.com



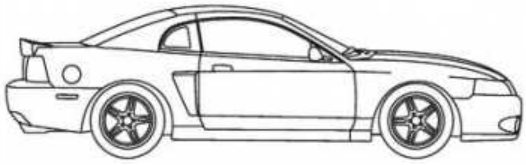
Here is the voucher for the Roush calibration download; only one per kit is issued. If you do not have an approved recalibration device, Roush charges a small fee to update your PCM, which requires you send in the box and wait for it to be returned.



the car at Raceway Park or Atco Raceway (in Englishtown and Atco, New Jersey, respectively), but we'll be back.

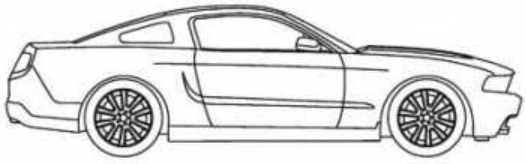
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THE BAY AREA BOLT

A GARAGE-BUILT, 427W-POWERED INNOVATION WAS MANY YEARS IN THE MAKING.

BY JUSTIN FIVELLA • PHOTO BY THE AUTHOR



IT'S NO SECRET THAT OWNING AND MODIFYING A MUSCLE CAR OR TRUCK TAKES SERIOUS DEDICATION, BUT FEW RECOGNIZE THAT THE VEHICLE OF CHOICE DICTATES THE AMOUNT OF BLOOD, SWEAT, AND TEARS ONE SHEDS.

Simply put, if you own a Mustang, you've got it easy. It's the enthusiasts with the Crown Vics, Marauders, Fairmonts, and first-generation Lightnings who have it tough. This isn't to say that owning a Mustang automatically paves the road to performance greatness with gold, but it means that



as a Pony car owner, you're blessed with tremendous aftermarket support.

In stark contrast, if you own one of the aforementioned vehicles, which were not embraced by the aftermarket, performance parts are nearly nonexistent. This means you're either left running what's available or turning to time-consuming and equally costly custom fabrication.

Alex Bernal says, "I've loved owning a first-generation Lightning because they're pretty rare, but being rare also means that I've had to spend countless hours fabricating parts because the aftermarket support for the early trucks just isn't as strong as it is for the Mustang."

You see, if you want a supercharger for your Mustang, you've got nearly a dozen options. The same goes for headers, exhaust systems, hoods, roll pans, and, well, just about anything.

"When I wanted to supercharge





the Lightning, there were only a few options on the market, so when I wanted something a little different, I had no choice but to have a custom setup fabricated," Bernal says.

Before we delve into the details of this torque monster, let us acknowledge that Bernal was born into a Ford family and has bled blue ever since.

He says, "I've owned a 1969 Mach 1, a 1967 Fastback, and a 1985 GT, but the minute a friend took me for a ride in his first-generation Lightning, I had to have one."

Believe it or not, Bernal bought his Lightning not only because it was badass but because he needed a truck. Yep, this Lightning has made more runs to the dump and Home Depot than Bernal can count.

"I was working construction part time when I bought the Lightning back in 1999," he tells us, "and since the day I got it, I've used it to haul all kinds of stuff. In fact, just last week I ran a load to the dump. You should have seen the look on the workers' faces when I pulled up."

But his Lightning wasn't always this rowdy. It started stock but didn't stay that way for long. More power came in the shape of a 418W stroker with a small roller cam, AFR 185 heads, and a supercharger setup. He noted that the small heads and cam were chosen for emissions reasons.

"I then jumped to a traditional 8-71 blower, which looked great, sounded insane, and pushed power to 470 hp and 570 lb-ft," says Bernal. He might be cavalier about the combo now, but it didn't achieve those numbers without a ton of good ol' home-grown R&D.

"I decided to modify the GT40 lower intake manifold to accept a Velocity Turbo Systems air-to-water intercooler setup with a front mount heat-exchanger system designed for a Terminator Cobra to keep the intake-air temps down," he says.

As if intercooling the big roots blower weren't cool enough, Bernal also took the advice of the engineers at BDS and decided to spray fuel through the blower to keep the IATs in check.

He says, "I designed the upper intake plenum, which accepted an additional set of four 42-pound injectors along with

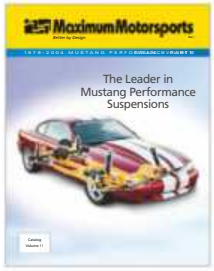
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an Accufab GT500 throttle-body that's connected to a custom intake setup."

Again, Bernal was beyond modest about the setup, but if you ask us, it's pretty trick. The combo uses a Ford Racing AKCO computer and MAF, and the secondary injectors are wired to the third, second, fifth, and eighth cylinders so that they're triggered every other firing event.

Speaking of fuel, Bernal decided to ditch the dual factory tanks for a rear-mounted single Bronco unit along with an Aeromotive 340 pump, regulator, and AN-8 and AN-6 stainless braided lines. Ignition duties were left to an MSD distributor, 6AL box, and coil, and Ford Racing plug wires.

Bernal was happy with the combo until a tuning error on the dyno cost him a motor. This laid the truck up for months. As they say, idle hands are the devil's workshop.

"I fixed the 418ci, but during the downtime I decided to sell the entire combo and move up to a bigger, badder blower," he says.

Although an even bigger blower was atop a smaller 351W motor this go around, the combo still made great power. But as you can guess, nothing is ever enough for Bernal. He built a 427W and recycled the AFR 185 heads and small cam from his original stroker.

"The smog-friendly AFR 185 heads and docile cam weren't great for top-end power, but the combination of the 427 and the bigger blower made 500 hp and 584 lb-ft at the wheels," says Bernal.

The stock block stroker utilized a K1 Technologies forged stroker crank, Scat forged rods, and Probe reverse dome 9.5:1 pistons.

When another stroke of bad luck ruined some valvetrain components on the 427, Bernal seized the opportunity to add AFR 205 Renegade heads, a more aggressive Lunati cam, Scorpion roller rockers, and a custom-modified Edelbrock AirGap intake manifold with his previously designed intercooler inside. To complement all that additional incoming air, Bernal upgraded the exhaust system to bigger MAC 1 3/4 long tubes originally made for a Mustang,


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along with custom 3-inch true dual system with Flowmaster two-chamber mufflers. The latest inlet and outlet upgrades unlocked more power . . . and more problems.

"The first time on the dyno with the new setup, it ran out of fuel at 4,500 rpm, but it still made 561 hp and 666 lb-ft at the wheels," he explains. That's big torque, like the kind that can instantly turn tires into melting rubber and transmissions into smoking piles of rubble.

He says, "I had the E4OD transmission built and hooked it to a B&M Magnum Grip floor shifter, which is pretty unique since most people don't want to move the shifter from the stock column location to the floor."

All that power feeds through early second-generation Lightning wheels wrapped in NT555 front and NT555R rear rubber. Hiding behind the wheels is a front brake setup from a 2005 Ford E-150 van, which utilizes dual-piston calipers and larger rotors.

"The brake upgrade made a huge difference in stopping power and is pretty cool since it is all OEM parts that literally bolted on," he says.

But this big torque brawler isn't just about brute force; it's also a beauty.

"I tried to keep the aesthetics to a minimum and accentuate the stock lines, so I was choosy with what I added," he says.

This included a custom cowl induction hood that's integrated into the stock sheetmetal and a homebuilt splitter up front along with a custom aluminum tonneau cover with an integrated spoiler and roll pan out back. Although it's as much go as it is show, a JDM suspension system with shocks, drop beams, rear hangers, and shackles keeps the stance lean and mean. In the end, Bernal has created a unique truck all its own, and from mostly custom parts too.

"It's not perfect," he says. "It has lots of dings, dents and imperfections, but it's unique, and I drive it. In fact, it's got over 218,000 miles on it."

It has been a long road for Bernal, but his steadfast dedication has propelled his Lightning into a realm occupied by few. Is it the fastest or cleanest example on the planet? No. But you'll never see another one like it, and the entire truck was built at home. If you ask us, that's pretty dang cool.

Bernal would like to thank his brother for all the morale and monetary help, Gotelli Speed Shop, Meineke Muffler in Redwood City, Swanson Performance, and Dino Fry for the engine and head work.

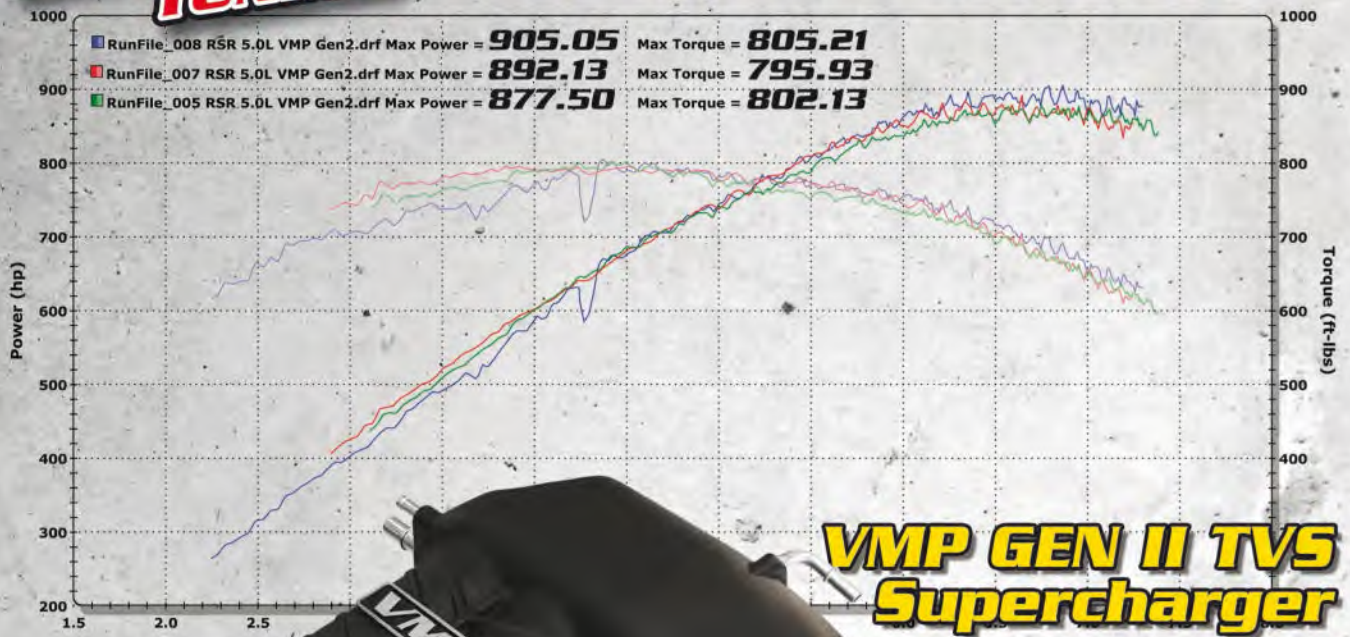






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We paid a visit to the Maximum Motorsports headquarters to follow along with the installation of the company's new caster/camber plates for the 2015 S550 Mustang.



All The Right Angles

Installing Maximum Motorsports caster/camber plates on an S550 Mustang GT.

BY JUSTIN FIVELLA » PHOTOS BY THE AUTHOR



THE scenario is all too common in the Mustang world. An enthusiast installs aftermarket performance lowering springs only to be left with alignment specs that can't be fixed with the factory components. In most cases the unfixable alignment specs are so bad that they're easily spotted with the naked eye, as evidenced by the angle of the wheels in relation to the horizon, and can be felt from the driver's seat, as it likely pulls to one side or is highly unstable at speed. In some cases it's not so extreme and thus not immediately evident, but uneven and premature tire wear are signs all is not well in the alignment world.

Thankfully there's a fix. To our knowledge, Maximum Motorsports was not only the first company to make independently adjustable caster/camber plates for the Fox-body back in 1993, but it is currently the only company making them for the S550 that are street-friendly and track-ready, and that utilize stock-style springs.

Caster and Camber 101

While this might be a bit repetitive for most of you, we should at least brush up on the alignment basics, especially in regards to caster and camber.

« To our knowledge, MM is currently the only company selling caster/camber plates for the new S550 chassis. The high-quality units come with everything needed to set your suspension angles right, especially on lowered cars.

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Caster is the angle of the imaginary line from the upper-strut mount down through the lower ball joint. In the case of the MacPherson-equipped Mustangs, it's the angle from the top of the strut mount down to the ball joint pivot when seen from the side of the car. For those with a two-wheeled background, caster is best understood as the rake of the fork on a chopper when viewed from the side.

When the top of the strut is behind the lower ball joint, which is nearly always the case with modern Mustangs, this is called positive caster. Without getting into a lengthy explanation, positive caster promotes stability and self-centering of the front tires by placing the steering pivot point of the wheels in front of the contact patch.

Negative caster is best described as a bicycle with the forks bent backwards, behind the steering stem, which makes the steering darty and nervous at speed.

Caster and camber also have a working relationship since positive caster produces more negative camber on the outside wheels, which leads to more stability and grip in the corners.

Speaking of camber; it's the side-



1

As with all MM parts, the new plates are of the highest quality and offer up to 1.75 degrees of continuous adjustment. Beyond the powder-coated and plated finishes, the PTFE lined spherical bearing is topnotch, as it eliminates deflection and locates the strut shaft while still preserving the required articulation. Oh yeah, the units come with a lifetime warranty against spherical bearing and bearing plate failures.



3

These included support brackets are about the only bits that mount atop the strut towers since there is so little room under the hood of the S550.



2

Here's a closer look at the MM stud plate. It mounts between the bearing plate assembly and the OEM spring perch and rubber isolator.

4


Maximum Motorsports

MM Caster Camber Plates, 2015+ (MmCC-15)

Required Tools

- Standard assortment of hand tools
- Floor Jack & 2 jack stands
- 1/2" Torque Wrench
- Spring Compressor

Installation Time

- Shop: 2.5 Hours
- Home Mechanic: 3.0 Hours

Supplemental Installation Notes

- Alignment is required after installation
- The Factory Ford Service Manual states that the fasteners being removed in the following steps should not be reused. Replacement hardware can be purchased through your local Ford Dealer. Please see the table below for the required fasteners.

Description	Part #	Qty.
Strut-to-spindle bolt	W711902-S439	4
Strut-to-spindle nut	N703507-S450	4
Caliper mounting bolt	W711977-S439	4
Stabilizer link nut	W712303-S440	2
OEM strut shaft nut	W720215-S440	2

We don't normally highlight instructions, but MM is legendary for its thorough instructions, which are written by a team of engineers and tech writers. Do yourself a favor and read the instructions—they're that good.



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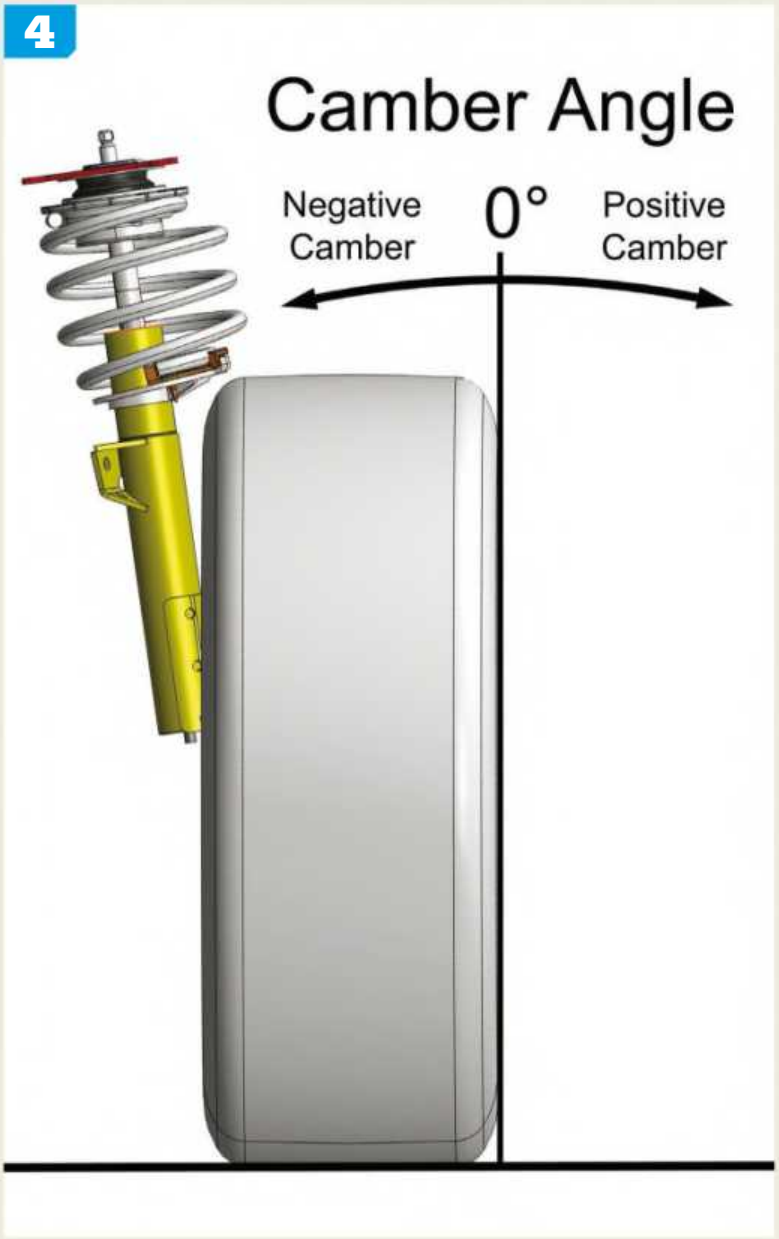
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to-side tilt of the wheel when viewed from the front of the car. If the top of the wheel is tilted inward toward the center, it's known as negative camber. Think about drift cars with their wheels tilted in—that's negative camber at its finest. Conversely, when the top of the tire leans outward, away from the center of the car, that's positive camber.

While there are exceptions to every rule, some negative camber is desirable on street cars in general since tire sidewall deflection and geometry changes during suspension travel negate up to 1.5 degrees of negative camber, translating into neutral camber and the widest contact patch at the outside tire when cornering.

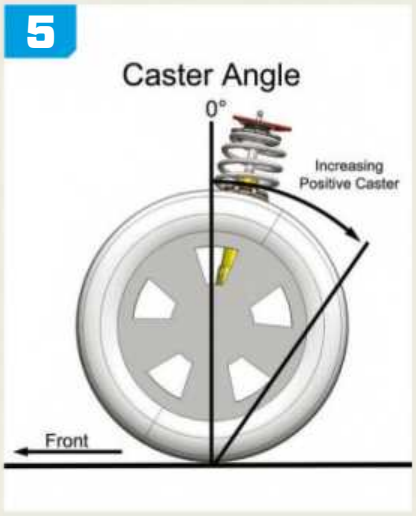
Like caster, the degree of camber is dependent on the intended use. The greater the degree of negative camber, the quicker the steering response, since a tilted tire wants to roll in a circle rather than in a straight line. This helps during corner carving but can make the vehicle more nervous and darty in a straight line since the steering wheel can pull during bumps and undulations in the road. Again, a neutral tire is more stable in a straight line but is less advantageous for max-effort corner-

4



Before diving into the install, let us revisit camber. In short, camber is the side-to-side angle (or tilt) of the wheel (and MacPherson strut on a Mustang) when viewed from the front of the car. The top of the wheel tilted inwards is considered negative camber. When the top of the wheel tilts toward the outside of the car, that is positive camber.

5



Caster on our S550 Mustang is the imaginary line from the top of the strut down to the spindle when seen from the side of the car. For those with a two-wheeled background, the rake of the fork on a chopper when viewed from the side is essentially the caster.

6



Kolton Sinclaire is the shop foreman at MM and was responsible for the tidy install. He started by removing the front wheels.





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carving where the right blend of positive caster and negative camber creates a car that is stable at speed and steady in the corners. It's also important to note that extreme negative camber adds premature wear to the inside edges of the tire, unless the car is cornered very vigorously.

Front Suspension Explained

Without exploding into an engineering dictation with diagrams, long-winded mathematical equations, and midterm tests, let us explain the basic architecture of the front suspension utilized on the S550 Mustang.

Since the Fox-body hit showroom floors, the Mustang has utilized a modified MacPherson strut front suspension system that was effective and affordable. That is, it was affordable until the 2015 Mustang was introduced. The S550 builds on the tried and true MacPherson setup by adding a dual ball joint design for improved geometry preservation and the ability to package larger brakes. Again, we won't get into virtual centers, scrub angle, and the many reasons why Ford went to a dual ball joint front suspension system on the S550, but understand it's more versatile than a traditional McPherson strut setup.



Next, the ABS sensor needs to be disconnected and the plastic mount removed from the strut.



The sway bar endlinks are the next to leave the building.



Now it's time to remove the brake calipers. Rather than let them hang from their hoses, simply placing them on the lower control arms works well once they've been removed from their mounts.



After removing the two spindle-to-strut bolts, lightly tapping them with a hammer makes removal easy.

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As we are sure you already know, the traditional MacPherson strut suspension system used on the Fox-body through the S197 utilizes a shock absorber that doubles as both a damper and a suspension locating device. As it performs both of these functions, it is a strut, not just a shock absorber. Since the damper mounts to the chassis on the underside of the strut-towers and to the lower control arm by way of the spindle, it defines the top location of the suspension geometry.

"As it performs both of these functions, it is a strut, not just a shock absorber"

This means that mounting a Maximum Motorsports adjustable caster/camber plate between the strut and the strut tower allows users to move the strut inboard or outboard and front to back, adjusting both caster and camber in the process.

11



Using a screwdriver in place of one of the spindle bolts that were just removed will help with final removal later and also makes it easier to remove the upper strut-tower bolts.

12



After the upper strut-tower bolts have been removed, the entire strut assembly can now be removed.

13



Be sure to use a proper spring compressor when removing the factory upper spring perch and rubber isolator. The MM6CC-10 caster/camber plates for the S550 reuse the factory upper spring perch and rubber isolator, which means NVH isn't increased and replacement parts are affordable and readily available.





14

Stock squishy rubber or MM-equipped spherical bearing? The decision is easy! Note that the height difference is identical, which means ride height is unaffected. Part of the only reason MM was able achieve such an intricate part without increasing the height was the use of the new high-tech, high-strength steel straight from NASA.





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Who Needs These Plates Anyway?

As we've already highlighted, those looking to maximize performance can benefit from precise alignment specs, but even for the cruisers in the crowd, dialing in your caster and camber is beneficial.

"While many believe that having the ability to tune caster and camber cs saves wear and tear," says Chuck Schwynoch, founder and CEO of Maximum Motorsports.

You see, even if you're not the type to drive fast, launch hard, or hit the canyons, if you lower your car beyond the factory settings the alignment will be harmed.

"Lowering the vehicle beyond the factory settings changes the alignment specs," says Schwynoch, "and the only way to bring it back into spec is with adjustable caster/camber plates."

The Maximum Motorsports units replace the soft rubber upper strut bushing with a quality spherical bearing that precisely locates the strut shaft. Unlike the squishy OEM rubber bearing, which deflects under load and changes the alignment specs, the MM units eliminate the deflection. The result? A more stable and precisely controllable car in the corners and at the dragstrip. Drag racing? Yeah, drag racers benefit from the elimination of deflection so



Now install the MM caster/camber plates in place of the factory upper mount. Of course, you'll need that spring compressor again and an air gun always helps the process.

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they can track straight and stay in the groove.

Precise Plates

OK, so we know there are many reasons for running adjustable caster/camber plates and that everyone from street cruisers to drag racers and road racers can benefit from them, but picking high-quality units is also of the utmost importance since maintaining a quality component for the upper strut assembly is, uh, a wee bit important.

As you already know, Maximum Motorsports is made up of more than just gearheads. These gearheads are also engineers hell-bent on performance perfection. Knowing the caliber of the ones behind-the-scenes at MM, it only makes sense that they would go the extra mile



Now it's time for the MM-equipped strut assembly to reenter the well. Installation is simply the reverse of removal.



Look closely. We captured a sneak peek of a Maximum Motorsports prototype coilover body that utilizes stock style spring.

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TSW

The new Bathurst RF wheel, shown above with the Silver - Mirror Cut Face finish is available in 17, 18, 19, 20 and 21 inch staggered fitments. The Bathurst RF features a brilliant starburst of ten ultra narrow beveled spokes that is as visually light as its actual weight. The Bathurst RF is manufactured using a highly advanced production technique called Rotary Forging. The rim of the wheels is forged at high pressure while the wheel is spun at high speed. This alters the molecular structure and enhances the strength of the alloy. The benefit is a much lighter weight than a regular cast wheel. Most importantly, the weight saving is in the outer rim of the wheel which dramatically reduces rotational mass and enhances vehicle performance.

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when designing the caster/camber plates for the S550.

Schwynoch says, "The impact loads can have devastating effects on the upper strut mount. Steel holds up better and for longer than aluminum, especially in the hazard-filled world of street driving. MM uses a couple of different high-grade steel alloys rather than mild steel."

Beyond the laser-cut, high-grade steel alloy main plates and the rest of the quality components that are designed and custom made in the USA, how the components were designed also sets the MM units apart.

"Our custom-designed spherical bearings (that are made in the USA) hold up much longer than urethane bushings, and our caster/camber design offers the widest range of camber adjustment without cutting the strut tower top," says Schwynoch.

In other words, the caster/camber plates take a lot of abuse and therefore should not be left to any second-rate components. As with all MM parts, it has been engineered well beyond what anyone can throw at it, which leaves the end user with peace of mind and the ability to maximize performance by way of a proper alignment.

Follow along as we highlight the install of the caster/camber plates at the Maximum headquarters in sunny San Luis Obispo, California.



Don't forget the reinforcement plate that mounts between the upper bolts and the strut towers. Now, caster and camber are easily adjusted at the top of the strut tower.

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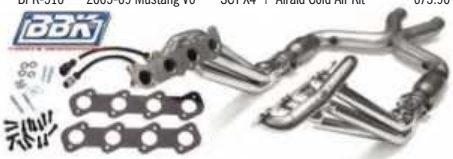
THIS MONTHS TOP DEALS



Cold Air Intake & Tuner Kits

Gain up to 20+ HP & 30+ FT/LBS in just minutes! Includes Cold Air Kit with SCT X4 Power Flash Tuner with specific tune files calibrated for the intake.

PN	VEHICLE	ITEM	PRICE
BPK-954	2015 Mustang GT	SCT X4 + Airaid Cold Air Kit	748.90
BPK-7101	2011-14 Mustang GT	SCT X4 + BBK Cold Air Kit	649.99
BPK-518	2011-14 Mustang GT	SCT X4 + JLT Cold Air Kit	698.99
BPK-517	2011-14 Mustang GT	SCT X4 + Airaid Cold Air Kit	728.90
BPK-524	2011-14 Mustang V6	SCT X4 + JLT Cold Air Kit	658.99
BPK-939	2011-14 Mustang V6	SCT X4 + BBK Cold Air Kit	698.99
BPK-7100	2005-09 Mustang GT	SCT X4 + BBK Cold Air Kit	619.99
BPK-515	2005-09 Mustang GT	SCT X4 + JLT Cold Air Kit	658.99
BPK-511	2005-09 Mustang GT	SCT X4 + Airaid Cold Air Kit	706.90
BPK-943	2005-09 Mustang V6	SCT X4 + BBK Cold Air Kit	598.99
BPK-510	2005-09 Mustang V6	SCT X4 + Airaid Cold Air Kit	673.90



BBK Full Length Header & X-Pipe Kits

Kits include full length BBK Headers featuring a chrome finish with matching X-Pipe with or without high flow cats, O2 extension, gaskets and all necessary hardware.

PN	VEHICLE	ITEM	PRICE
BPK-2000	2011-14 Mustang GT	1-3/4" Headers + Off Road X-Pipe*	819.98
BPK-2001	2011-14 Mustang GT	1-3/4" Headers + X-Pipe w/ Cats	1029.98
BPK-2002	2011-14 Mustang V6	1-3/4" Headers + Off Road X-Pipe*	639.98
BPK-2003	2011-14 Mustang V6	1-3/4" Headers + X-Pipe w/ Cats	919.98
BPK-2004	2005-09 Mustang GT	1-5/8" Headers + Off Road X-Pipe*	749.98
BPK-2005	2005-09 Mustang GT	1-5/8" Headers + X-Pipe w/ Cats	909.98
BPK-2006	1996-04 Mustang GT	1-5/8" Headers + Off Road X-Pipe*	699.98
BPK-2007	1996-04 Mustang GT	1-5/8" Headers + X-Pipe w/ Cats	909.98
BPK-2008	1979-93 Mustang V8	1-5/8" Headers + Off Road X-Pipe*	619.97
BPK-2009	1979-93 Mustang V8	1-5/8" Headers + X-Pipe w/ Cats	799.97

*This product is intended for off-road use and is not legal for use in emission restrictive states



Spring & Shock/Strut Handling Kits

Improve handling & eliminate that "off road" ride height. Kits include either BrenTech or Eibach progressive rate springs and Koni STR.T shocks & struts.

PN	VEHICLE	ITEM	PRICE
BPK-055	2011-14 Mustang V6/GT	Eibach Pro KIT; Drop: 1.3" F / 1.5" R	659.99
BPK-053	2005-10 Mustang GT	Eibach Pro KIT; Drop: 1.4" F / 1.6" R	599.99
BPK-052	1994-04 Mustang GT/Cobra*	BrenTech; Drop: 1.2" F / 1.0" R	529.99
BPK-051	1979-93 Mustang V8	BrenTech; Drop: 1.2" F / 1.0" R	519.99

*Fits non IRS models



Ford Racing 8.8" Gear Kits

Improve acceleration and save money! Kits include FRPP gears, Red Line oil, friction modifier and all seals/bearings/shims necessary for installation.

PN	VEHICLE	ITEM	PRICE
BPK-018	1986-09 Mustang	8.8" 3.55 Gear Kit	259.99
BPK-020	1986-09 Mustang	8.8" 3.73 Gear Kit	259.99
BPK-022	1986-09 Mustang	8.8" 4.10 Gear Kit	259.99
BPK-019	2010-14 Mustang	8.8" 3.55 Gear Kit	269.99
BPK-021	2010-14 Mustang	8.8" 3.73 Gear Kit	269.99
BPK-023	2010-14 Mustang	8.8" 4.10 Gear Kit	269.99

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96-04 Mustang GT
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PN	ITEM	PRICE
BBK-17801	73mm P/C Charcoal	249.99
BBK-17800	78mm Polished	349.99
BBK-1780	78mm P/C Charcoal	269.99



BOSS Intake System

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PN	ITEM	PRICE
FOR-M-9424-M50BR	BOSS 302 Intake	499.99
FOR-M-9444-M50B	Install Kit	194.99



Clutch Cable

86-95 Mustang
Replace your weak plastic factory quadrant and improve pedal feel

PN	ITEM	PRICE
BRE-9001	Clutch Cable + Quadrant + Firewall Adj	89.99
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Caster Camber Plates

94-04 Mustang
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PN	ITEM	PRICE
MAX-MMCC9994	4-BOLT Black Powder Coat	199.99
MAX-MMCC9994-C	4-BOLT Chrome	259.97



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PN	ITEM	PRICE
SPE-SF481	96-01 Mustang 5.0/GT	239.99
SPE-SF871	01-04 Mustang GT	269.99
SPE-SF461	05-10 Mustang GT	269.99
SPE-SF501-9	11-14 Mustang GT/V6	329.99



A)



B)



C)

SPRING BREAK SHAKED



A) Adam Kuffel (far lane) and Gary Clempa squared off for the 2015 SBS title. Kuffel took the win in his nitrous-injected 1985 Mustang GT.

B) With an average of 8.311, Mike Jovanis of Wall, New Jersey, scored his sixth True Street championship and his first at the SBS.

C) Adam Kuffel was humble in victory, saying that he was happy just to make the 16-car SBS field. He finished Third in True Street with an 8.821 average before going on to win the SBS. His best run in SBS eliminations was a strong 8.86 at 157 mph.

D) Tony Whetstone had his 1988 Mustang GT flying. He qualified Fourth with a stout 8.93 but fell in the first round to Bret


D)

OVER 100 RACERS MAKE THE QUEST FOR GLORY IN HP TUNERS TRUE STREET AT THE 21ST ANNUAL NMRA SPRING BREAK SHOOTOUT.

BY EVAN J. SMITH • PHOTOGRAPHY BY REVAN MEDIA INC.

FOR OVER TWO DECADES, THE SEASON-OPENING SPRING BREAK SHOOTOUT HAS HAD FORD ENTHUSIASTS POUNDING THE PAVEMENT AT BRADENTON MOTORSPORTS PART IN WHEELS-UP, BOOST-RIPPIN', NITROUS-GULPING ACTION.

OWN

One of the biggest draws is the ever-popular HP Tuners True Street and *MM&FF* Spring Break Shootout classes. With a combined purse of almost $5,000 in cash and prizes, True Street is designed for anyone to come out and race, and the SBS is a specialty event that lets True Street racers go all out in a no-holds-barred, heads-up shootout. The popularity is growing, thanks to a great events and the awesome coverage here in *MM&FF* and on our network site, Mustang-360.com.

True Street was created by the *MM&FF* team over two decades ago. The format gives owners of street-legal Mustangs and Fords the ultimate venue for racing their cars. Participating is simple—just endure a 30-mile cruise and then make three back-to-back-to-back quarter-mile passes. That's it. Even 20-plus years later, True Street consistently attracts over 100 participants and remains the largest heads-up racing class in America.

Once the racing is competed, the runs are averaged to determine

the winner(s). You can red light, cut a great light, or even be late on the tree—only your elapsed time matters. The catch is that you can't raise your hood, swap tires, or refuel. So, essentially, your car remains in street trim when it goes down the track. That's the spirit, or premise, of the category. Anyone with a Lincoln, Ford, or Mercury can compete too—and you can take a carload of family and friends along for the cruise.

In 2015, the True Street field in Florida consisted of racers from Florida, New Jersey, New York, West Virginia, Connecticut, Kentucky, Pennsylvania, Virginia, Georgia, South Carolina, Maryland, Michigan, Tennessee, and Ontario, Canada. While most of the racers are gunning for their quickest elapsed times, you don't have to be the fastest to be a winner. HP Tuners True Street rewards racers closest to his or her e.t. bracket (15 seconds and quicker).

As a bonus, you'll find the Spring Break Shootout class in Florida. The SBS consists of the quickest 16 racers from TS, who return on Sunday (TS is run on Saturday) for the *Muscle Mustangs & Fast Fords* Spring Break Shootout, an exciting heads-up eliminator. So, the True Street elite not only get to run for more prizes, but they run in the big show right alongside the Street Outlaw and Renegade superstars.

After making the cruise and blasting to an 8.21, 8.38, and 8.33 e.t., Mike Jovanis, driving his familiar blue 1989 LX hatch, scored a big win and became the top seed for the SBS. His average of 8.311 topped Alex Corella's runner-up 8.74 average. But they weren't the only 8-second runners. Adam Ruffel finished Third with an 8.82 average, and Tony Whetstone was on his heels, averaging 8.89. Amazingly, Whetstone has competed at every Spring Break Shootout! The top of the field was packed with 9-seocnd Mustangs, and after all three passes the bump spot for the quick 16 was set by Gary Clempa at 9.972.

"I've been to the Spring Break Shootout six times, so it was a real accomplishment to win it," said Jovanis, who walked away with the winner's cash and the 6-foot trophy. "Coming from the northeast, it's tough just to get there. We had to battle ice and snow and didn't do any testing, so I was pretty happy to run a


A)


B)


C)


D)


E)

A) Dan Caissie of Thompson, Connecticut, nabbed the 15-second crown driving this 2015 Mustang convertible.

B) Drivers assemble for a quick meeting before the action.

C) True Street fills the lanes!

D) Anthony Heard brought out his gear-jammin' 1990 coupe and averaged 9.49! Heard qualified for the shootout but lost to Mike Jovanis in the opening frame. All was not lost, as Heard won the Tremec Stick Shift Shootout and the amazing prize of any Tremec transmission he wanted.

E) The quickest 2015 Mustang in HP Tuners True Street belonged to Sam Lippencott. The Tampa runner went as quick as 12.07 and averaged 12.09.

F) Connie Greiner got off the line hard. The hot SN-95 averaged 11.19 and ran a lone 10.80.

G) Gary Clempa hails from Punta Gorta, Florida, and his 1989 LX rounded off the 16-car SBS field



F)



G)



with a 9.97 average. Clempa fought hard all afternoon and made it to the SBS final—unfortunately he didn't have enough for Adam Kuffel.

H) Adam Kuffel got the job done with his street-legal nitrous GT.

I) Mark Nazarro ran 9.17 to defeat Brett Lesala in round one of the SBS.

J) With a 12.01 average, Brent Nelson was the 12-second class winner.

K) Clempa got by Round 2, defeated Bret Stabler 9.96 to 10.72.



H)



I)



J)



K)

personal best of 8.25 and then 8.19 at 172 right off the trailer."

Jovanis ran the 30-mile tour with no drama and laid down consistent runs to take his sixth HP Tuners True Street crown and his first at the SBS. "It felt so good and it was exciting," Jovanis stated. "Last year we struggled, so it was nice to unload the car and run so well."

His LX is packed with a DiSomma Racing Engines turbocharged 347ci that uses a Haltech Engine Management Systems EFI and a single T4 88m turbo from Forced Inductions that is backed by a Hughes 'glide and an 8.8.

Saturday's True Street set the stage for an exciting eliminator, which saw wild runs and a slew of upsets. Most of the hitters blasted through Round 1, including Jovanis, who had a late light and then spun hard off the line. Jovanis skirted disaster again in Round 2 when he faced Christian Worley. Jovanis got the jump but blew the tires off his clean LX. Worley drove to a 9.75, but the Jersey runner was able to hold him off with a 9.61. In other matchups, Adam Kuffel of Orlando ran 8.97/152 to beat Mark Nazarro's 9.18/144 effort, Gary Clempa came out of the 16th qualified position and knocked off Bret Stabler and Alex Corella.

The battle was getting hot in the semifinals. Clempa left way ahead of Corella (0.198 to 0.570) and held on for a holeshot win (9.98 to 9.84). On the other side of the ladder, Kuffel made a quicker move off the line and stopped Jovanis, who was clearly struggling due to a broken antiroll bar. Despite running rock-solid in True Street, Jovanis smoked the tires and he couldn't make up the gap. Kuffel ran 9.15 at 149 to hold off the Jersey runner, who charged to a 9.57 at a whopping 169 mph. This set up the Kuffel versus Clempa final.

Both drivers came back for Round 4, laid down burnouts, and staged carefully. Clempa moved first on green, but Kuffel's 1985 Mustang GT was too strong. Kuffel ran a blazing 8.97 at 148 to top Clempa's strong 9.97 at 134. Adam Kuffel's 1985 ride showed that a classic nitrous combination can still get it done.

"I was excited and didn't even know what to do," said Kuffel. "It was my first win and I was pinching myself. It was like a dream. I just didn't expect it." For



A)


B)


C)


D)


E)



F)

A) Bret Stabled averaged 9.81 in his 2011 Mustang GT.

B) Jeff Smith was back with his popular SVT Cobra. The Competition Orange flyer averaged 10.71.

C) This former MM&FF project car was driven by Josias Reyes and made the SBS show with a 9.35 average.

D) Here's a look at the winning Spring Break Shootout engine. It's a basic 363-inch SBF with AFR 205 heads, a Holley carb, and a Wilson nitrous plate. The 1985 GT also sports a Lentech-built AOD and an 8.8 rearend with 3.90s.

E) Tom Crabtree averaged 10.57 with his sweet 2014 Shelby GT500.

F) A defective rear antiroll bar caused massive tire spin for TS winner Mike Jovanis.

BUILT TO WIN



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his effort, Kuffel was awarded $800 in cash and a $300 certificate from Blow-By Racing.

The engine consists of a pump-gas 363ci small-block that uses a Ford Racing Boss block with JE pistons, AFR 205 heads, and a Wilson nitrous plate. The 363ci is backed with a Lentech AOD and 3.90 gears. Kuffel's best pass in True Street was 8.816, and he ran as quick as 8.816 (he also ran 8.819 and 8.827).

He said, "I have it set up for tracks like we get in True Street. I really drive this car on the street, I don't even own a trailer. I just put the engine back in the car, didn't do a lot of testing. I just went there to have some fun and to get in the top 16."

He added, "To be a winner is unreal, I was ecstatic."

Once again the SBS show was amazing. It's awesome to see the work and dedication of so many Mustang owners—and how many fast Stangs can run street legally and then compete on track. The variety of combinations makes it ultra-interesting, and the participants are always friendly and willing to talk about what makes their cars so special. So if you're looking for a fun place to take your Ford, be it a Lightning, Mustang, Capri, or other fast Ford, check out a True Street Shootout at an NMRA event near you.



A)


B)


C)



D)



E)


F)


G)



A) Despite a massive starting-line disadvantage, Alex Corella got by in the first round and defeated Christian Morillo (8.61 to 9.92).

B) Dan Kelly of Naples, Florida, was the 11-second winner with an 11.05 average.

C) Joseph DeCeria scored a 9.90 average with his wildly modded 2014 GT500.

D) Sixth Place in TS was held down by Larry Albright with a 9.27 average. His best was 8.64, and he bowed out in the second round of the SBS.

E) Rafel Permaul of Plant City, Florida, averaged 9.80 but fell to Kuffel in Round 1 of the SBS.

F) There was an early Pony or two in competition. This 1965 belonged to Bill Dudley and scored a nice 10.27 average.

G) Trish Linkus of Baltimore averaged 12.66 in her stick-shift 5.0 GT.

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BY CHRISTOPHER CAMPBELL | PHOTOS BY HENRY DE LOS SANTOS

IT wasn't long ago when the editors at our sister publication *Motor Trend* did some performance testing on the 2011 Mustang GT versus the 2011 BMW M3 on all fronts. Their rationale was that 2011 marked the first year that they considered the Mustang to have really come into its own enough in stock form to be a contender against the import ride. While we'll reserve opinion on that, we do have to concede that one facet in particular had improved dramatically: braking.

In that 2011 test, both the Mustang and M3 stopped 60-0 in 104-105 feet, repeatedly. That's extremely good by any standards. However, go back a few years and that braking performance drops off quickly. Go back from the fifth to the fourth generation and it drops off considerably. In peak new condition, a 1999 GT, like our project car, could do a best of 60-0 in 135 feet, but probably only once (twice at best) before fade started extending that distance.

That's because the lowly two-piston stock calipers and small-diameter rotors were known for heating up, fading quickly,

For maximum stopping power, our front kit features Wilwood's billet Forged Narrow Superlite 6R six-piston calipers teamed up with PolyMatrix pads and zinc-plated 14-inch directional, slotted, and internally vaned hat-style or hub-type rotors. Plus, the hat-type rotors are compatible with stock master cylinder output and ABS components. The kits include all brackets and mounting hardware needed to make it a bolt-on proposition.

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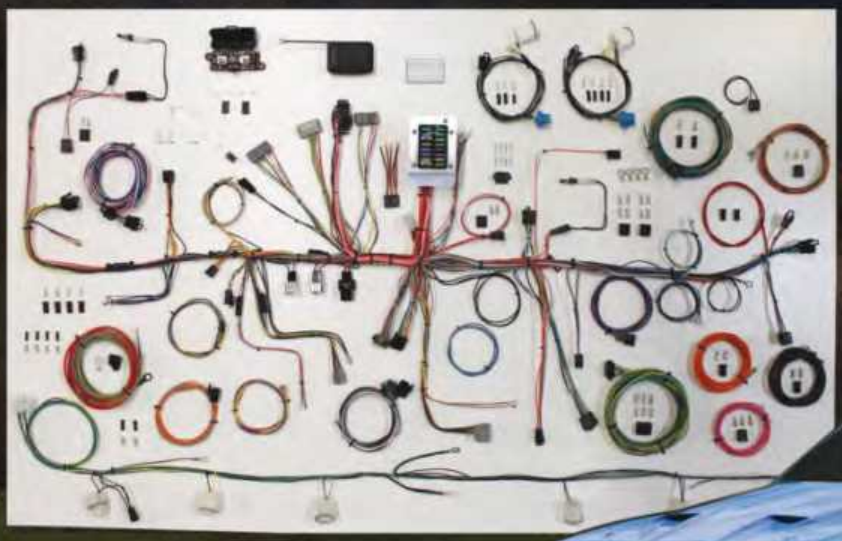
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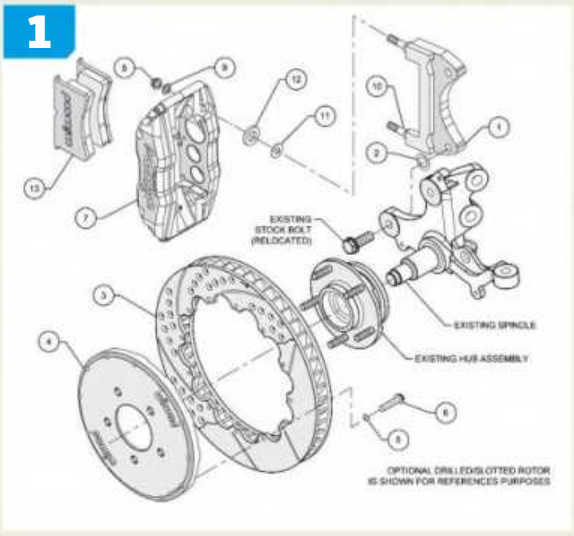


and even completely going away on track. We know, we've been there. We've boiled gallons of fluid and even spontaneously combusted a set of pads. The thermal capacity definitely leaves quite a bit to be desired. We're going to change that forever as of right now.

When it comes to big brake swaps, Wilwood Engineering has taken the tough part out with its new Mustang-specific brake swap page at wilwood.com/Mustang. After you choose your year and spindle type, the page presents all front and rear brake package options available for your car. Of course, if you need something a little special, Wilwood can tailor a complete kit for your particular parts. It's just that simple!

The kit is super-easy to bolt-on, doable in any garage with basic tools, but Wilwood Engineering's own Tony Porto was kind enough to handle the install on our 1999 GT just to show us how quickly it can go together with a pro behind the wrench.

1



For reference, here's an exploded view of how the kit with a two-piece rotor comes together on the stock spindle.

2



Here's the stock caliper and rotor assembly common to all 1999-2004 GTs. Perfectly fine for daily driving, but falls off quickly for performance use due to poor thermal capacity.

3



To install the radial mount style caliper, we need to add a bracket to our spindle. In most cases two of the provided shims should space the caliper perfectly, so Wilwood recommends starting there. Note that we also removed the stock dust shield.

4



The Wilwood mount bolts to the spindle using the stock caliper hardware and provides studs that the new caliper will slide onto.

5



The rotors are two-piece design, which makes for a much lighter overall package as well as easy upgrade and replacement. To assemble them, the provided Wilwood hardware is given a smear of red Locktite.

6



The bolts need to be torqued to spec in a star pattern, much like tightening a wheel, so make sure to have your torque wrench on hand. The bolts are also capable of being safety wired if your plans require it.

7



After securing the rotor to the hub with three lugs to make sure it is fully seated, we're ready to fit the caliper. Two shims and this spacer slide onto the studs before install.

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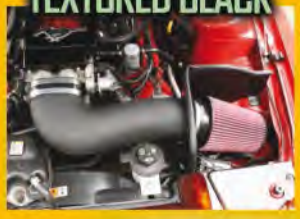
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8



The only way to see whether our spacing is proper is to install the pads and note their distance from the rotor. We should have an equal distance from the pad face to the rotor face when the pads are fully seated. If not, shims will need to be added or subtracted from the radial mount to the spindle.

9



Our setup looked spot-on with the recommended two shims, so the center retaining bridge was installed. Note that this is the only part on the system that should be snugged tight. Too much torque could distort or bind the caliper.

10



While we were under there, we decided to swap out the flexible lines to Wilwood's braided stainless stuff since ours were 16 years old. These are a quick bolt-on thanks to Wilwood's application-specific lines.

11



The rear doesn't need anywhere near as much brake as the front, but it could certainly do with a bit of an upgrade from the stocker. If nothing else, they're ugly.

12



The caliper unbolts from this bracket on the rearend housing. With it out of the way, these thin sleeves slide into the bracket.

13



Inside the sleeves, new Wilwood hardware is slid in along with two shims. These bolts are smeared with red Loctite as well.

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86-93 5.0 Fenderwell	**15575**	Cold-Air-Induction (Black Out)	$189.99
94-95 GT Fenderwell	**1712**	-- Cold-Air-Induction (Chrome)	$199.99
96-04 GT Fenderwell	**17185**	Cold-Air-Induction (Black Out)	$199.99
96-04 GT Fenderwell	**1718**	-- Cold-Air-Induction (Chrome)	$179.99
99-04 V6 Fenderwell	**1719**	-- Cold-Air-Induction (Chrome)	$199.99
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05-10 V6 Non Fenderwell	**17375**	Cold-Air-Induction (Black Out)	$199.99
2010 GT Non Fenderwell	**1773**	Cold-Air-Induction (Chrome)	$319.99
11-14 V6 Non Fenderwell	**1778**	Cold-Air-Induction (Chrome)	$299.99
11-14 V6 Non Fenderwell	**17785**	Cold-Air-Induction (Black Out)	$299.99
11-14 GT Non Fenderwell	**1768**	Cold-Air-Induction (Chrome)	$329.99
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14



The rear radial mount bracket is torqued into place on the outer of the two threaded holes.

15



Just as with the front, the rotor is seated with three lugs to ensure it does not move while we check clearance. The studs will get two shims to space the caliper.

16



Our rear upgrade is a combination hydro-mechanical parking brake caliper, which uses hydraulic pressure from the master cylinder for stopping power and an internal mechanical lock within the caliper for a parking brake.

17



We also opted to upgrade the rear flexible line witha Wilwood braided stainless line. These are supplied with a new frame mount bracket that will meet up with the factory hard lines.

18



To utilize the parking brake on the new caliper, we need to upgrade the Mustang's cables as well. On the caliper end, the preterminated ball slides into this bracket

19



Routing the new parking brake cable is a no-brainer since it makes use of the original loops to snake it through the chassis.

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20



Here's the only slightly tricky part. The two new parking brake cables are joined to the single one running up to the lever. Since it uses factory mounting brackets and balance bar, and the cables are the correct length, the main issue is just getting them mounted up there in the trans tunnel. Everything else is easy.

21



With much higher performance brakes, we wouldn't run anything less than the best brake fluid. Wilwood's own EXP 600 Plus is terrific stuff for street and track use and is surprisingly cheap considering its full race capability. All old fluid needs to be flushed, so Wilwood recommends bleeding the caliper farthest from the master cylinder first, and bleeding the outboard crew first, then the inboard.

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Great brakes can only do their job with great traction. We ditched our Mustang's thin stock package for these good-looking 18x9 and 18x10 AMR wheels from American Muscle paired with 275- and 295-series BFGoodrich g-Force T/A KDW tires. Not only will we get the most out of our new Wilwood brakes, but we also massively upped our project's style points for a really reasonable investment.



Sources

American Muscle
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BFGoodrich Tires
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Wilwood Engineering
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BABE OF THE MONTH

HOT MUSTANG CHICK BY HENRY DE LOS SANTOS



Devin

This 2013 Gotta Have It Green GT belongs to Thomas Prusso, who resides in Oceanside, California. If you've never been there, let's just say it's a quaint beach city where the weather is nearly perfect 365 days a year. It's a great place for him to take his ride out on any given day.

Making Thomas' GT look even better is 25-year-old Mustang girl Devin Bagley, who lives just south of him in San Diego. Thomas has started out mostly with cosmetics to get the look he wants, namely the stripe kit and fender hash marks. The black powdercoated rollers are from American Muscle and he finished it up by adding a Cervini's Stalker hood. Performance modifications are on the way, but he has already gotten off to a great start with a Bama SCT street tune and a cold air intake setup, including a Roush Axle-Back exhaust system. We dig it, Thomas! Maybe we'll run into you during one of our SoCal excursions.

» If you think you're Babe of the Month material, email your Mustang-related bio and a few photos to finish.line@enthusiastnetwork.com (please put "BOTM" in the subject line). Our editors will select a winner each month.



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4.6L AND 5.0L TALES >> EVAN J. SMITH

Focus Is The Key To Success

NO matter what style racing you participate in, a key elements to success is focus. Mental sharpness is important during car prep, when working in the pits, and of course when driving your Mustang or fast Ford. Paying attention to the job at hand is a valuable tool in most aspects of life, but often, winning in racing comes down to finding perfection during that critical time when things matter most. This could range from checking a measurement during engine assembly, to setting up your clutch, to cutting a light at the strip. The ability to ramp up focus separates the winners from the losers.

If you struggle to find success, take a step back and dissect your routine.

Recently a web writer for another site lost his focus during the press launch for the 2016 Camaro. The event was on track in Detroit, and he was attempting to film himself and provide commentary while driving around the street course at Belle Isle. A lapse in driving concentration caused him to miss an important braking point—the result was not pretty. The new V-6 Camaro went hot into the turn; it understeered. The driver just fed in steering input (read: he kept cranking the wheel) as if the car would magically find grip and turn. Sadly, all traction was lost and the driver stuffed the new Chevy into the barrier. Ouch! To add insult to injury, this was during a lead-and-follow, where an instructor sets the on-track pace and you simply follow to experience the car. Taking a look back, the mistake actually occurred long before the actual contact.



This was clearly a case of human error. The driver was distracted and failed to focus on the most important task, which was navigating the corners. Despite how well we fine-tune and make critical adjustments to our cars, the human element still plays a big part in motorsports. We try to minimize errors by paying attention to details and working around problems. So, it's important to find ways to stay sharp during those critical moments when you need maximum attention. For instance, having a phone conversation when tightening rod bolts during an engine build is a recipe for disaster. Many engine builders won't even hold a conversation when assembling an engine for fear of botching the procedure.

If you struggle to find success, take a step back and dissect your routine. It's likely that you are not 100 percent focused, or you have a flaw that prevents you from winning. First, accept that you might be the problem, and then find ways to improve.

Assuming your Ford is ready to go, prep yourself by properly hydrating, eating well, exercising, and getting mentally ready to drive. A practice tree is a great tool for drag racers, but like any tool it must be used correctly. I don't recommend banging away at the tree until you go blind. Instead, focus on hitting it once every few minutes. Make each hit seem important. In drag racing, one bad light may send you packing. So make your practice count.

Once you're at the track, work on things to keep mentally sharp. Recently, I was helping a friend get used to an unfamiliar car, and another driver suggested she strap in, shut her eyes, and envision the run—over and over, working the pedals and shifter. It worked. I recommend every driver try this, even if you race the same car every week. Road course and autocross drivers can enhance their driving by envisioning the course with their eyes shut, too.

Ultimately, your success rate will climb when you mentally shut down what's unimportant and ramp up your focus on the important things. But keep in mind that there's a fine line between sharpness and complacency. My Achilles heel is a bad light after a string of good ones. I tend to drop my guard, thinking good lights will come automatically, but in realty I need to work on my mental sharpness.

Now it's time to assess yourself. Get on track, turn some laps, and then make notes on your routine and your success. Focus on preparing yourself to win and soon enough you'll be collecting the trophies and cash. Success comes when preparation meets opportunity, so be ready to thrive when the chips are down.

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JIMMY TURIELLO • WEEKI WACHEE, FL • 2013 MUSTANG GT

The Mustang Maniac

Florida-resident and longtime reader Jimmy Turiello, known on social media outlets as The Mustang Maniac, is now on his third Mustang, a black 2013 Mustang 5.0L. To break up the black and add contrast, Jimmy designed the Azure Blue Metallic stripes that wrap around the exterior of his GT. Also, he hit up American-Muscle.com for MMD classic quarter window louvers and 2010 GT wheels fitted with Nitto rubber. He installed an aftermarket black tower bar under the hood. To set off the interior, he ordered a custom blue skull shift knob from Speed Dawg.



MICHAEL LOGUE • BROOKSVILLE, FL • 2008 GT PREMIUM 'VERT

Homebuilt Convertible

Michael Logue from Brooksville, Florida, has a Torch Red 2008 Mustang GT Premium 3V convertible with a lengthy mod list. Setting off the exterior are painted silver LeMans stripes, prepainted headlight splitters, fender vents, a Street Scene front fascia, Raxiom Gen 5 taillights, and American Muscle wheels wrapped with Nitto 555s (255/45/ZR18 front and 285/40/18ZR rear). This 3V features a Brenspeed tune and FRPP Hot Rod cams, 4.10 gears, a 62mm throttle body, and a performance intake. Other goodies include an Airaid Race CAI, ACCEL coil packs, Ford Racing plugs, and a Barton short-throw shifter. Michael added Exedy parts including a Stage 2 clutch, a Lightweight Racing flywheel, and an HP slave cylinder. A Roush Extreme dual exhaust is connected to BBK ceramic-coated headers for added airflow and rumble. For handling, full suspension mods were added, such as Eibach Pro lowering springs and Koni shocks and struts. Up next, MMR 4.75 Street Mod 750SE and Stage 3 cylinder heads.

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TJ SALANDRO • LATROBE, PA • 1980 MERCURY CAPRI

Sweet Fox Capri

TJ Salando owns this sweet five-speed 1980 Mercury Capri 2.3L with just over 85,000 miles on the clock. To keep it running smoothly as a daily, TJ installed a few things, such as a new gas tank, fuel lines, brake system, and ignition system. The interior has been repainted and new carpet installed. In regards to performance, TJ hooked it up with a Crane flat tappet camshaft, high-performance lifters, a Holley 5200 carb, a new fuel pump, air pump delete, EGR delete, Pinto long-tube headers with no cats or muffler, a milled head for compression, and a valve job. Other goodies include Ford Racing 3.73 gears and BFGoodrich tires. Mods for the future include Esslinger Engineering underdrive pulleys and crankshaft, an aluminum driveshaft, new pistons and rods, and a small shot of nitrous.



BRAD BELL • LONGVIEW, TX • 2014 MUSTANG GT PREMIUM

Longtime Five-Oh Veteran

Brad Bell special-ordered a 2014 GT Premium complete with the Track Pack option and a Shaker Pro 1000. Used to owning Fox-body Mustangs from decades earlier, Brad was surprised with the technology packed into these new ponies. He admits that this is his best Mustang to date when it comes to looks and performance, and he has accumulated a mere 800 miles on the clock since it was delivered last June. As far as mods go, Brad installed an Airaid CAI, a Ford Racing X-pipe and axle-back exhaust, Ford Racing springs, and a BAMA custom tune. The exterior features a GT500 rear spoiler and a Roush front chin splitter.

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28264G94	Deep Dish Bullitt Black Wheel - 18x9	94-04	162.99
28270	Deep Dish Bullitt Black Wheel - 18x10	94-04 All	169.99
28264G05	Deep Dish Bullitt Black Wheel - 18x9	05-14 GT, V6	162.99
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100262G05	MMD 551C Matte Black Wheel - 20x10	05-14 All	249.99
100261G15	MMD 551C Matte Black Wheel - 20x8.5	2015	244.99
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